



LOOKING BACK AND FLYING FORWARD



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AIR SHOW!

It's just around the corner. The Wings Over Wine Country Air Show takes place in just a couple weeks, September 20-21. PCAM members get in free, and for everyone else, [tickets are available online](#) at the ExtremeTix site. For complete information about the show, visit the [Wings Over Wine Country](#) website.

We're very excited about our lineup. We have some great repeat performers who thrilled our crowds in years past, and several new and exciting acts that you'll never forget. Here are some of the things you'll see in the air.



MV-22 Osprey flight demo

This technological marvel rotates its turboprop engine pods for vertical takeoff and rotates them back for horizontal flight.

Chuck Aaron in the Red Bull helicopter

Chuck is one of only three pilots to execute backflips 360-degree rolls and other incredible aerobatic maneuvers... in a helicopter! And yes, he really flies upside-down!



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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”

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P-38 Lightning

The P-38 is one of the most distinctive and most sought-after of all warbirds. Used to great effect in every theater of World War II, many thousands were built. But today there are only about seven flying in the entire world. And you will see one of the best examples in the air at our air show. "23 Skidoo" comes to you from our friends at the Planes of Fame Air Museum in Chino California, and will be flying both Saturday and Sunday.

F4U-I Corsair

The "Bent Wing Bird" made its mark in the Pacific Theater of World War II. It is most famous as the mount of VMF-214, the "Black Sheep" squadron led by Major Gregory Boyington. This is one of the rare early-model Corsairs, very few of which are still flying. It comes to you from our friends at the Planes of Fame Air Museum in Chino California, and will be flying both Saturday and Sunday.



Greg Colyer T-33



Dr. D's Old-Time Aerobatics

President's Club Saturday Nearly Sold out!

If you want to enjoy the exclusive [benefits of the President's Club](#), ACT SOON! Saturday is nearly sold out. If you're buying for a group we suggest you go on Sunday. Plenty of General Admission, Box, and Bleacher seats still left.



Jacquie Warda Extra 300



Plenty of Warbirds!

You'll see all these acts and more: Static displays, memorabilia vendors, military vehicle displays, "Bot Bash" battling R/C robots, Star Wars costume actors, Virginia Bader Fine Arts aviation art, climb-aboard aircraft, and the list goes on. Visit www.wingoverwinecountry.org for complete information and links to purchase tickets. See you there! ✨

President's Message:

Over the years our museum has fielded many comments about the quantity of mostly military jets that we have collected. We didn't start out with that intent. Each case was pretty much taking advantage of an offer, usually from our military museums, to acquire and preserve an available aircraft. If the project was within our means we almost always went for it. Some were too far or too expensive to recover and we elected to pass on them but otherwise, that is how we came to have the collection we currently exhibit. We have always had the intent of including in our collection non-military and historically significant aircraft to round out our offerings but these aircraft are all civilian-owned now and mostly beyond our means to acquire. Until now.



The newly donated 1940 Rearwin Sportster is now the oldest plane in the PCAM collection. If you were at Hot Dog Thursday on September 4, you saw it parked near the patio, basic reassembly complete.

In the last ten months our museum has received by donation seven aircraft. None of these have any military background and several of them are antiques or classics from their age. One aircraft, a Rearwin Sportster built in 1940, just became the oldest aircraft in our collection. All of these aircraft are worthwhile additions to our collection and help us provide a more interesting and well-rounded offering to our visitors. It is hard to determine why this unprecedented development is currently happening. We are not certain what combinations of economy or market forces are causing it but the result has been positive for the museum and we find ourselves hoping it continues for awhile. You will be hearing more about each of our acquisitions in our newsletter. Hopefully all of these new additions will be on display at our air show on the 20th and 21st for you to enjoy.

— Lynn Hunt

Doing What We Do Best

By Lynn Hunt

The call came in on Wednesday. A still-grieving widow anxious to clean out a hangar full of a lifetime of memories and artifacts, and further motivated by increasing hangar rents, called PCAM interested in donating three aircraft. And she was in a hurry so sooner would be better than later. Her timing couldn't have been worse with Labor Day weekend just two days away. Fortunately there was a Flying Wing meeting that very evening. An impassioned plea went out for volunteers to show up on Saturday. The aircraft were located at the Ukiah airport, about an hour's drive north. Arrangements were made for passage through the security gate and we arrived at the appointed time. We met with the widow and her associate and she seemed very glad to see us. Glad to see *all* of us actually, for at that moment a parade of cars

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Above: Some of the folks who helped bring the Rearwin to its new home. Not all are pictured, but the team included Marlon Young, Darryl Shumart, Bill Canavan, Barney Hagen, Tim Wayman, Nancy Heath, Ron Stout, Blayne Herndon, Justin Rains, Tony Bassignani, Bruce Pinkham, Terry Zeithamel, Mike Joyce and his dad, Christina Olds, Judy Nicholls, and myself, Lynn Hunt Plus three trailers, 8 trucks, two cars and one Cessna 195. What a great team. And the generous donor is at center in the light blue suit. The Rearwin itself is at left.

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and trucks began pouring through the gate. I think I counted ten in all. There was barely room to park everyone. About the time they were all in position a Cessna 195 taxied past looking for a parking spot. This was our aerial reconnaissance unit with yet more volunteers. We had already organized into teams and we quickly set to work. In four short hours we had the Rearwin Sportster disassembled and loaded onto trucks and trailers. Our gracious host was overwhelmed. While several non-aviation artifacts still remained in the hangar, the bulk of its contents had been removed and was on its way to a new home.

The skill and dedication found within our volunteers continues to amaze. Lots of loving care was used throughout our short visit, a fact not lost on the generous donor. The hard work, the rapid response and generosity of our volunteers reflect our greatest



strengths, as has been often demonstrated over the last 25 years. You will be reading about these new additions in future articles. This story was about the people who brought them here. ★

The crew starts removing the wings. They were carried home on the rack on the back of a pickup truck.



Lynn Hunt (center) orchestrates the task of moving other items out of the way and disassembling the plane.



The fuselage was carefully strapped to a trailer in preparation for the long drive back to Santa Rosa. Darryl Shumart and Bill Canavan did the driving.

September in Aviation History...

September is air show month! To mark the occasion, we salute one of the greatest air show performers of all time: the Pitts Special. First flown in September 1944, the Pitts Special has been a leading aerobatic aircraft since the 1960s. It is the epitome of the sport/stunt biplane. The type is also a regular competitor and winner in the Biplane Class at the Reno National Championship Air Races, which is held every September. PCAM has a Pitts Special S1 which was built and flown by John Manke, a former Director of Flight Operations for the NASA Ames Research Center. It was donated to the Museum in 2006. ★



Model A Ford Club Visits Hot Dog Thursday on September 4

Next One: October 2, Last of the Season!

We had some very special visitors at the September 4 Hot Dog Thursday. The Sonoma A's, a Chapter of the Model A Ford Club of America, brought about a dozen of their immaculately restored vehicles for a throwback Thursday show-and-tell. Car owners enjoyed their hot dogs, and then mingled with Hot Dog Thursday guests to show off their vehicles and explain all their ins-and-outs.

Join us on the PCAM field on October 2, for the last Hot Dog Thursday of the 2014 season! Be at PCAM between starting at 11:30 a.m. It ends at 1:30 p.m.

\$5.00 gets you admission, a large hot dog, chips, and soda or water. For \$8.00 you get two dogs. Museum members receive a \$1.00 discount. Tom Chauncy's famous Firehouse Chili will be available at \$1.00 a bowl. Thank you to sponsors [JDH Wealth Management](#) and [Santa Rosa Stainless Steel](#) for hosting the September 4 Hot Dog Thursday! 🍌



Above: The members of the Sonoma A's and their beautifully restored automobiles.



PCAM Attends Tailhook 2014

Blue Angels F-4 Cockpit Garnering Huge Praise from Naval VIPs

By Peter Loughlin

The 2014 Tailhook Association convention and reunion took place September 4-7 at the Nugget Hotel in Reno. We are pleased to report that PCAM Director of Acquisitions Mark Fajardin and the PCAM F-4 "Blue Angels" cockpit were invited to attend. This was an encore appearance for Mark, after his attendance in 2013 when he was awarded the "Plane Captain of the Year" award by the Intruder Association for his work restoring PCAM's A-6E Intruder.

This represents two important "firsts" for PCAM: attending a U.S. Navy convention and placing our aircraft cockpit in a high-traffic hotel lobby. Both mean some very valuable publicity for our museum.

The Tailhook Association is an independent, fraternal, nonprofit organization internationally recognized as the premier supporter of the aircraft carrier and other sea-based aviation. Membership is open to anyone who has made a carrier landing and consists of active-duty and retired military personnel (primarily Navy and Marines) and civilians. The annual Tailhook reunion typically draws 3,500 attendees. A lot of the U.S. Navy's admirals and command staff attend, as well as defense contractors. Lots of Naval Aviation VIPs attend. So it is no small thing for PCAM to be represented there!

When he found out that Tailhook wanted him to bring the F-4 cockpit, Mark realized it needed to be completely restored. But he had only two weeks to do it. He accomplished the task singlehandedly and towed it up to Reno. It's been very popular with attendees, many of whom know the F-4 inside and out but have not sat in one for decades. Some who climbed in were



The crew who delivered the PCAM EA-6B Prowler last December checks out the F-4 Blue Angels cockpit.

the crew who flew EA-6B Prowler #158811 to PCAM last December. Mark reports that Tailhook Director Captain D. A. "Roy" Rogers, USN (Ret), a notable Naval Aviator in his own right, "literally stood on the bar and shouted out" praise for PCAM for having brought the Blue Angels cockpit, and for PCAM's work in restoring it and other aircraft. Mark was honored.

Mark says that his mission there was to promote the Museum and the Wine Country as a destination for conventions and vacations. He also wanted to build on his existing relationships

within the Navy and make new ones. And it doesn't hurt to meet with officers and civilian contractors who may be able to help us acquire new aircraft and artifacts.

We'd like to thank Mark for his single-handed effort to attend this important event and to get the F-4 cockpit ready in time. He finished the paint job just hours before he had to depart, and loaded it onto the trailer himself. He even made sure our museum was properly represented through signage and handouts. Thanks Mark, and congratulations on a job well done! 🌟



PCAM had quite a presence: A well-appointed table promoted the Museum and the Wings Over Wine Country Air show.

Flight of a Lifetime and More

Surprise Raffle Win for New Member

By John Nelson

(Editor's Note: At John Nelson's first member meeting of the Pacific Coast Air Museum, President Lynn Hunt offered a very special raffle prize: a ride in the back seat of the P-51 Red Dog XII as he flew it over Sebastopol on a memorial flight for a young pilot who had recently passed away. John was the lucky winner.)

What a week it has been – turning 60 on August 16, going to my first PCAM meeting on August 20, having the first winning raffle ticket drawn – yes, I'll take the P-51 ride, thank you! And now on August 23, I'm reliving the most incredible flying experience I have ever had.

Let's just say that at 6'6" getting into the back seat of a P-51 is a challenging experience, but that was not going to be an issue. Once secured and on our way to the active runway, I noticed a Cessna Citation behind us. No big deal I thought, until I noticed that they had taken off behind us and were closing in rather quickly...too quickly. However, what I didn't know was that Lynn had planned this rendezvous and formation flying as part of a memorial flight. Having never flown in formation before, I was amazed at how close it seemed we were and how much we moved around. But, with Lynn at the controls, there was never a concern on my part, so I just sat back and enjoyed the beauty of seeing another aircraft in flight off our port side.

Once we broke away from our formation, Lynn and I headed toward the ocean, followed the Russian River and eventually headed back to the airport, but not before we completed a couple of gentle slow rolls, much to my delight!



John (at right) anticipates the engine start before his flight. Lynn Hunt (at left) goes through his checklist.



New PCAM member John Nelson stands with Red Dog XII before his once-in-a-lifetime flight. John was the lucky winner of a very special raffle prize at the August 20 PCAM member meeting.

A dream of mine has been fulfilled. After seeing P-51s fly at the Reno Air Races for so many years, it's been my dream to have a chance to experience the excitement of flying in this awesome warbird.

I know it was just because of the luck of the draw that I had a chance to fulfill this dream, but thank you PCAM, thank you Lynn for the privilege of flying with you, and all I can say is - PCAM you now have a dedicated member for life! ✪

(Editor's second note: PCAM regrets that it cannot always offer amazing raffle prizes like this, or that new members will win them when they do appear. But come to the member meetings the third Wednesday of the month anyway. You must be present to win, and one never knows...)

In Case You Missed It: August 20 Guest Speaker — Ken Winans of the Novato Space Station Museum

By Peter Loughlin

Ken Winans, founder of The Space Station Museum in Novato, was our guest speaker at the PCAM Member Meeting on Wednesday, August 20. Ken explored the history and future of the California aerospace industry, and introduced us to The Space Station Museum which he and his wife Debbie founded in 2011.

Ken has a longtime fascination with aircraft and space travel. That, combined with his expertise in economics and investments, has given him a unique understanding of the aerospace industry in California. Though this industry has been extremely important in the Golden State for a full century, much of the public remains ignorant of its true extent, its incredible accomplishments, and its recent decline.



Apollo 16 splashes down in the Pacific in 1972. Many components for the Apollo, Mercury and countless other aerospace projects were created in California. The parachute lines in this photo were made by the Petaluma Silk Factory right here in Sonoma County.

Why Fly California?

Why did early aviators come to California to develop their planes, test the limits, and build their aircraft enterprises? In 1910 the Los Angeles International Air Meet – the first large public air show in the United States – was held in Dominguez Hills. Approximately 250,000 people attended. Soon, aircraft companies were moving to the area. There was huge growth during World War II and the Cold War. But in 2010, Northrop-Grumman, the last major aerospace enterprise in California, closed its doors and moved to Virginia. What happened to this industry?



Ken Winans, our guest speaker on August 20.

In the past, aircraft and aerospace companies favored California for a number of reasons:

- Good year-round weather.
- Cheap land for airports, factories, and storage.
- A solid manufacturing base with skilled workers.
- Extensive rail and barge infrastructure.
- Top universities that provided brilliant employees.
- Government test facilities, so private companies did not have to invest in their own.
- Strong naval presence to defend against attack.
- Open shop rules regarding unions. This is a contentious point, but it helped avoid labor disputes and related delays that could threaten timely delivery of projects and harm national security.
- Very patriotic attitude. Many employees needed top security clearances. There was very little espionage in the California aerospace industry.
- Long distance from Washington DC, reducing political interference.
- Very important: High-risk entrepreneurship. California attracted risk takers who had money to invest in new ventures.

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The result? During World War II, 60% of federal spending on prime contracts was done in California, and employment here increased twelve-fold. Eventually, 15 out of 25 of the largest aerospace companies were based in California, including Lockheed, North American, Douglas, Consolidated, and Northrop, and countless smaller contractors. Aerospace eventually employed about two million people.

Boom, Bust, the Cold War, And the Space Race

There have been several boom-and-bust periods. After World War II, the need for military aircraft was drastically reduced and many jobs were lost. When the Cold War heated up so did the job market.

With the start of the space race came a new boom period. There was plenty of expertise on the West Coast so it made sense that companies aiming at the upper atmosphere, the moon, and beyond would be based here. NASA's Jet Propulsion Laboratory (JPL) in Pasadena was the focus of all this activity. It's been the nerve center for advanced aerospace theory and engineering since its progenitor organizations were founded in the '30s and '40s.

Many of the milestones of the Space Race were brought to you by California and Californians:

- The X-Planes, from the sound-barrier breaking X-1 to the X-15 that first explored the fringes of space.
- JPL built the first U.S. satellite, Echo I. It was launched from Vandenberg Air Force Base near Lompoc, California.
- Vandenberg also launched the first polar-orbiting satellite.
- Project Mercury, which took the first Americans into space: re-entry technology, the Atlas rocket booster, the launch escape tower, and other components were all California products.
- Project Apollo and the moon landings. Many large components were built in California including the



A Space Station Museum volunteer explains some of the finer points of space travel to a group of youngsters.

2nd and 3rd stages of the Saturn V rocket. Even Sonoma county contributed; the parachute lines for the recovery 'chutes were produced at the Petaluma Silk Factory.

- Skylab: Developed and built by McDonnell Douglas at Long Beach.
- Space Shuttle: North American Rockwell. The famous heat-ablative tiles were developed and manufactured by Lockheed in Silicon Valley.
- The Mariner probes, launched between 1962 and 1967 to explore Venus, Mars, and Mercury, were developed by JPL. Most were launched at Vandenberg.
- The Voyager deep space probes were made in California, assembled at JPL, and launched at Vandenberg in 1977. Voyager I made news recently by becoming the first man-made object to leave our solar system and enter deep space. And it is still communicating with us.
- The Lockheed A-12 spy plane and its successor the SR-71 were designed and built at Lockheed's Skunk Works in Burbank.
- The Hubble space telescope was largely con-

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structed in California.

- The Mars Rovers currently exploring the Red Planet are JPL creations.

The End?

So if things were so good for Aerospace in California, how did this major industry decline so drastically?

First, the Cold War ended and the need for advanced aeronautics diminished. The technological giants began to consolidate in order to survive, which resulted in some headquarters moving outside California. The jobs went with them. Lots of military facilities closed, and also the test facilities that were housed there. Space Shuttle operations were based at Edwards AFB near Palmdale for a long time, but in 2002 they moved to Cape Kennedy. By 1990, entertainment had surpassed aerospace as California's top employer.

Without taking a political stance, Ken explained some of the deeper causes.

- Water pollution (from things like rocket fuels and industrial waste) forced governments to crack down, driving many companies away.
- Noise pollution. The locals got tired of hearing the roar of engines on test stands and from aircraft overhead.
- Flooding: You can't risk an industry vital to national security by putting it where it will be flooded, or where toxic waste could be washed into the water supply.

- Regulatory burdens drove many smaller subcontractors away. The big contractors leave once their small parts suppliers leave.
- Taxes, to a lesser degree than regulatory burdens, drive away first the small companies and then the larger ones.



Left: Ken and Debbie in their "Moon Room." Friends and family loved exploring the collection, and some tried on the artifacts (right). This was an early inspiration for the Space Station Museum.



Renaissance

But there is hope on the horizon.

Elon Musk of SpaceX located his private rocket venture in Hawthorne, California, in an old 747 factory. They launch from Vandenberg AFB.

Richard Branson's Virgin Galactic, a commercial spaceflight company, builds its craft in Palmdale in partnership with Scaled Composites. Scaled Composites is the creation of modern avia-

tion pioneer Burt Rutan. Founded in 1982, it is based in Mojave, California.

Unfortunately, many of the old factories and air terminals are now housing tracts, so most entrepreneurs would need to invest in large facilities or partner with someone who already has them. It is daunting, but far from hopeless and since California still has top-notch universities cranking out engineers, the workforce should be available as well.

The Space Station Museum

Ken spoke briefly about the Space Station Museum, which houses and displays Ken and Debbie's large collection of U.S., Soviet, and Russian space equipment. They never actually intended to found a museum, but a

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number of circumstances led them to it. To start with, friends and family just loved to examine (and occasionally try on) the space suits and other artifacts. Under Ken's influence, San Francisco held an official Astronaut John Young day in 2010 to honor this local astronaut who had received little or no official public recognition. They discovered to their surprise that many kids know little or nothing about the moon landings and other milestone achievements of the Space Race, or even about space exploration in general. One thing rapidly led to another and before they knew it, their hobby had become a Cause. Using their W Foundation non-profit as the organizational backbone, they began appearing at festivals like Fleet Week, displaying key artifacts and generating pop-eyed wonderment on the part of kids and adults alike. It was clear they needed a permanent location so they obtained a high-traffic storefront in Novato and opened their museum.

The Space Station Museum doesn't charge admission. Ken is dismayed by high-end museum venues like the Exploratorium and the Academy of Sciences in San Francisco, which use a lot of taxpayer money for initial construction and then charge about \$30.00 per person for a day's visit. When a family of four must pay \$120 or more for a day at the museum, it effectively excludes folks with lower incomes. And they're the ones who need it most, particularly those with young, bright, eager kids who need inspiration and support in their education.

Ken holds up The Space Station Museum as an example of a museum that is not for just the rich, and that uses non-profit entrepreneurship for the good of everyone. It has been a great success since its founding in

2011 largely because of its business model. Whereas most museum boards of directors seem eager to obtain a dedicated building all their own, the Space Station Museum occupies un-utilized retail space in a shopping center. The rent is very cheap and there is no burden of maintaining a facility. Local businesses willingly donate enough money to fund the museum's needs. The shopping center benefits because it fills an otherwise empty space with an attractive destination. However, the Museum already had to move once when its first location was rented out.



As with the Pacific Coast Air Museum, many exhibits exist to be touched and explored. In the case of the Space Station Museum, some can be worn.

So far they have had over 21,000 visitors, an impressive number considering that until just recently they were only open three days a week from noon until four.

They have had three special "Space Fest" events. The most recent was on August 2, 2014, and it attracted 2,600 people.

Ken says that events like this, and like the Pacific Coast Air Museum's Air Show, are important to non-profits and particularly to museums, because they raise awareness of the organization and bring in crowds who will want to come back again.

If you haven't seen the Space Station Museum yet, you should go. It's right down the road in Novato. They have a 90% scale model of the lunar module. A replica lunar rover sits right next to it. Space suits, rocket and probe components, rocket models, photos and many other artifacts round out the collection. They are located at 464 Ignacio Blvd. in Novato, and are open Thursdays & Fridays from 11:00 a.m. until 3:00 p.m. and Saturdays & Sundays from 12:00 noon until 4:00 p.m. Visit <http://www.thespacestationca.org/>

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About Kenneth Winans

Ken is a successful investment management entrepreneur, award winning author, astute collector and active philanthropist. Ken holds a Masters in Finance from the University of San Francisco, a BA in Business Economics from the University of San Diego, and is a Chartered Market Technician (CMT). Over a long career, he has conducted landmark investment research and



Astronaut Ken Bursh greets youngsters at one of the Space Fest events held at the Space Station Museum. Ken says events like Space Fest and PCAM's Air Show are vital for spreading the word about non-profits, particularly museums.

designed creative investment strategies while serving as a portfolio manager, investment analyst and financial writer. He writes a widely read column for Forbes.com and can be heard weekly on Los Angeles' news radio affiliate KNX/KFWB in a segment called "Wednesdays with Winans". He serves as a trustee for several non-profit organizations including the USS Hornet Museum, the Society of California Pioneers, San Francisco Fleet Week, Chabot Space & Science Center and The University of San Francisco Alumni Association. The W Foundation is Ken and his wife Debbie Wreyford's 501c3 non-profit organization dedicated to educating the public on the history and future benefits of space exploration. Ken and Debbie founded The Space Station Museum in Novato in 2011 as a means of displaying their vast collection of U.S., Russian and Soviet space exploration artifacts and to inspire young people to seek careers in aerospace. 🌟

October 15 Guest Speaker: J. R. Williams on the First Aviator to be Awarded the Congressional Medal of Honor

No Member Meeting in September

Remember that there is no PCAM member meeting in September because of the Air Show.

Join us again on October 15 for a presentation by Mr. J.R. Williams, President and Chairman of the Board of the League of World War I Aviation Historians. He will share stories about the first aviator to be awarded the Congressional Medal of Honor: Lieutenant Frank Luke, Jr. of the United States Army Air Service. His heroic actions took place during the "War to End all Wars." Second Lieutenant Luke, born in Phoenix in the Arizona Territory in 1897, had two airfields named in his honor.

Those of you who attended the October 2013 PCAM member meeting will remember J.R., who spoke about the final flight of Manfred Von Richtoffen, the Red Baron. In addition to being President and Chairman of the League of World War I Aviation Historians, J.R. is also their Director for Marketing and Advancement. As part of his involvement with the League, J.R. has been a guest commentator on the History Channel and on WarBird Radio. He is a frequent speaker on WWI aviation history and has made numerous research trips to northern France, Belgium and Germany. Visit the League's website: <http://www.overthefront.com/>. 🌟



Lt. Luke with his Spad.

Seats Still Available for October Aviation Merit Badge Class

Sign up your Boy Scout for the Aviation Merit Badge class, and open his horizons. The last session of the year will be on **October 4, 2014.**



Students will learn about...

- Kinds of aircraft
- The physics of flight
- Aircraft engines
- Careers in aviation



Activities include...

- Fly our simulator
- Visit a control tower
- Hear from guest speakers from several facets of aviation
- Receive a graduation flight from an FAA licensed pilot

The course follows the curriculum requirements established by the Boy Scouts of America.

The most recent class in July was nearly sold out. We even had some youngsters come from as far away as the Los Angeles area just to attend!

For more information and to enroll, visit <http://pacificcoastairmuseum.org/classes/meritbadge/> 🌟

Gift Shop September News

New PCAM Logo Tee Shirts Now Available!

The gift shop has gotten a lot of requests for PCAM tee shirts. Well, your wish is their command (with certain exemptions) and we now have a source of very nice tees with embroidered PCAM logos. That's right: embroidered. These lo-



gos won't run, streak, fade, crack, peel, or otherwise disintegrate when you wash them. And the shirt's rich black color will hide any amount of grease and oil staining picked up as you crawl around, under, in, or through your favorite aircraft restoration project!

All joking aside, these are high quality shirts with bright, highly visible logos. They are available in small, medium, and large for \$14.99. Extra-Large and larger are \$17.99. Visit the gift shop or phone them at 707-575-7900 to check on availability.

Folks at the gift shop have really been doing a great job at getting top-quality merchandise, particularly items that promote the Museum like the wind breakers announced last month. Be sure to thank them next time you visit the Museum! 🌟

New Members Since Last Newsletter

Ed & Maxine Smith Family, Santa Rosa
Scott Heath Family, Sebastopol
Steve & Erika Lockwood Family, Santa Rosa
John & Susan Nelson Family, Windsor
Andy & Danielle Cantrell Family, Santa Rosa
Mark & Jolynn Dankowski Family, Healdsburg
Michael & Pam Strain Family, Penngrove

Thank You Edward Stanley Doyle and Nancy Doyle

Donation to PCAM in the Name of a Pearl Harbor Survivor

Recently, Santa Rosa resident Nancy Doyle donated \$2,500 to the Pacific Coast Air Museum Building Fund in her father's name.

Her father, Edward Stanley Doyle, was born in Montana in 1918. He began working early as many of that generation did, and became an adept mechanic. He joined the U.S. Army Air Corps in 1939 and learned to fly. However, he never received his wings because of a slight case of color blindness. He became a crew chief instead, and was assigned to Wheeler Field near Pearl Harbor. He was there the morning of December 7, 1941. His outfit was among the first casualties that day. Throughout his life he was proud that despite losing all but one of their planes to Japanese guns and bombs, they got that one plane in the air. He later served on Midway Island and was there for the battle for that island. After the war he stayed in the Air Corps, and eventually retired from the Air Force in 1971 as chief master sergeant, the Air Force's highest rank for enlisted personnel. Edward died in Santa Rosa on July 21, 2009. You can [read a detailed obituary](#) by Chris Smith in the Santa Rosa Press Democrat. Though this member of the Greatest Generation is gone, we are fortunate that his oral history is on record with Chris Smith and with the Sonoma Country Day School. So his story will live on.



Edward Stanley Doyle

Everyone at PCAM thanks Nancy Doyle for her generous gift. We like to think that Edward would approve of what we are doing here, keeping old planes alive, and in some cases, getting them back into the air though the odds might seem to be against it. And Edward, thank you for your contribution to freedom and the United States. ✪



SOLD OUT

We are pleased to announce that The Pacific Coast Air Museum's Second Annual Gala Dinner and Fundraiser is now sold out. This long-anticipated September 19 event will be an evening of fantastic food, great entertainment, silent and live auctions, and the camaraderie of others who believe in supporting this unique community institution. No further tickets are available, but if you want to learn more anyhow, visit <http://pacificcoastairmuseum.org/events/MustangRoundup/>. ✪

Air Show Flashback

The Sanders Sea Fury Smoke Show involved a vintage Hawker Sea Fury roaring up and down the field trailing smoke from its wingtips. The smoke trails distorted and formed twists, turns, corkscrews and rings, demonstrating the turbulence caused by a plane moving through the air.





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

\$40 per year individual; \$60 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

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Valuable Assets

Administrative Assistant & Facilities Manager

Duane Coppock 707-546-4388

Aircraft Acquisitions

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Educational Tour Coordinator

Allan Morgan 707-575-7520

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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

September 2014

Climb Aboard

*No Climb-Aboard in September
Visit the Air Show instead!
September 20 & 21, 2014*

REMEMBER THESE DATES

No PCAM Member Meeting in September

Friday September 19	5:30 p.m. - 9:00 p.m.	Second Annual Mustang Roundup Gala Fundraiser
Sat & Sun Sep 20 & 21	All Day	Wings Over Wine Country Air Show
October 2	11:30 a.m. - 1:30 p.m.	Hot Dog Thursday: Last of the Season!
October 2	5:00 p.m. - 8:00 p.m.	KJZY After Work Concert at PCAM
October 15	7:00 p.m. - 9:00 p.m.	PCAM Member Meeting
November 19	7:00 p.m. - 9:00 p.m.	PCAM Member Meeting
December 17	7:00 p.m. - 9:00 p.m.	PCAM Member Meeting & Holiday Party at Mesa Beverage
December 20, 2014	10:00 a.m. - 4:00 p.m.	Santa Fly-In

Pacific Coast Air Museum
One Air Museum Way
Santa Rosa, CA 95403
707-575-7900
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