



2015 Wings Over Wine Country Air Show News

Snowbirds!

The Canadian Forces Snowbirds are coming to Wings Over Wine Country in 2015!



The Wings Over Wine Country team was at the International Council of Air Shows convention in Las Vegas at

the beginning of December, and reached agreements with several great acts. Most exciting of all, the Canadian Forces Snowbirds have agreed to bring their unique precision-flying act to Sonoma County. They'll be flying their Canadair CT-114 Tutors on both Saturday September 26 and Sunday September 27. Known as one of the premier demonstration teams in the world, the Snowbirds are guaranteed to please. This is very exciting news for Wings Over Wine Country and the Pacific Coast Air Museum. They fly a nine-ship demonstration team and are perhaps the biggest act WOWC has ever signed.

Additional performers include the Just In Time Skydivers, Jim Peitz with his aerobatic Bonanza, Spencer Suderman in his Meteor Pitts (holder of the Guinness World Record for 81 inverted flat spins), Vicky Benzing in her Stearman biplane, and Frank "Dr. "D" Donnelly in his Taylorcraft.

There's a lot more great Air Show news coming up, so watch for further announcements.

Next Meeting: You are Invited

The next Air Show meeting will take place at 6:00 p.m. on Wednesday January 21, just before the monthly Member Meeting. You are invited to attend and see what's going on, and to tell us what you think we're doing right or doing wrong. Give us your input now, and help us make the 2015 show the greatest ever.

Meeting Time and Location:

Wednesday, December 17, 6:00 p.m.

Mesa Beverage Company, Inc., 3200 N. Laughlin Road. Santa Rosa, CA 🌟

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The PCAM Mission

“To Educate and Inspire both young and old about our aviation heritage and space technology, to Preserve historic aircraft and artifacts, and to Honor veterans.”

Santa Fly-In was Misty but Merry

By Peter Loughlin

Despite a bit of damp weather, Santa Claus did indeed fly in to the Pacific Coast Air Museum on Saturday, December 20. He delivered goodies and good cheer to several hundred children who braved a drizzly day to watch him arrive in Sonoma County via helicopter.

But the plan required some modification. We were going to have a REACH Air Medical Services helicopter deliver Mr. Kringle to our landing zone near the Butler Hangar and old Dragonfly leasehold. But the clouds had other ideas... they were low, creating a ceiling of just 310 feet. REACH requires a minimum of 800. So the big red REACH helicopter could not even take off, leaving us with the possibility that Santa would be brought in via surface delivery (i.e. Paul Heck's Jeep.) But at the last minute, the good folks at Helico Sonoma stepped in to help us make good on our promise of airborne delivery. Chief Pilot Dan King of Helico Sonoma warmed up a blue Robinson R-44 Raven II, and prepped it to go pick up Mr. Claus. The Robinson is approved for operations in weather and low ceilings like we had that day.

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When we say Santa FLY-in, we mean FLY-in. Here he is, ferried from a secret location to the Pacific Coast Air Museum by Dan King of Helico Sonoma.



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Santa, as usual, had flown in to an undisclosed location west of the airport. We suspect one of the nearby wineries offers the use of its corporation yard as a landing strip for the sleigh and reindeer, but this cannot be confirmed.

At any rate, Dan took off in the Robinson with an empty passenger seat at approximately 10:15 a.m., and disappeared to the west, flying low. After a while, the diminutive chopper popped up again over the hangars, apparently after picking up the guest of honor and speeding back in record time. Dan flew his craft around the L.Z. a couple times and sharp-eyed observers could see that the passenger seat was no longer empty, but was filled to overflowing with a Jolly Old Elf dressed in red.

A group of PCAM representatives was standing by the entire time. They were accompanied by an Elf, dressed in Santa's official "ground-crew green, with tassles", the North Pole equivalent of the high-visibility orange our own ground crews wear. She was sent ahead to make sure we civilians know the proper way to prep an L.Z. and clear it of F.O.D. We think she was keeping a close eye on our security prep too.

Once on the ground Santa climbed into a vintage Army jeep (owned and driven by PCAM member and volunteer Paul Heck), and worked his way up and down the crowd (which was restrained behind a temporary barrier fence) waving and winking.

The excitement of the landing over with, Father Christmas got down to the serious busi-



After landing, Santa got a tour up and down the crowd line in Paul Heck's WWII vintage army Jeep. That's Paul on the right, the Big Guy in the middle, and Santa's dedicated Elf ground crew at left.



There was more to the day than helicopters and Santa Claus. This little one seems rather dubious about the guy in the red hat ("Hey, THAT'S not Santa!") but we'd bet she was happy with her balloon animal. There was also a petting zoo with rabbits and guinea pigs, inflatable "jumpees", climb-aboard aircraft, and warm treats for sale.

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Thanks to our Sponsors Who Made the 2014 Santa Fly-In Possible!



Active 20-30
Santa Rosa #50
EST. 1929

<http://www.active2030sr.com/>



<http://www.helicosonoma.com/>

REACHSM
Air Medical Services
<http://reachair.com/>

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ness of welcoming each of the children in turn, hearing their Christmas wishes, and smiling for photos. At PCAM, this part of the day is always very well ordered. We welcome each child visitor at the door with a numbered ticket. We use a public address system to call groups of 25 kids at a time to come and sit with Santa... "Ticket numbers fifty through seventy five, please step forward!" Santa says he likes PCAM for taking care of him like that, and has told us stories of less well-managed events where the crowd nearly got out of hand. For the sake of the children, we will not repeat those stories here.

Santa and his elves are real troopers. Despite a tender back (he said that one of his more temperamental reindeer had "given him a little kick") he stayed until the last child had come and gone at about 2:30 p.m. And his official Elf on the scene also got booted by the unruly ungulate as she intervened between the two. They were both appreciative of the Jeep, since it meant they did not need to walk quite so far.

Everyone seemed to have a great time. It's always a fun event for all of us at PCAM, despite the large amount of work it entails. We only wish PCAM volunteer and Board member Tom Chauncy could have been there. For some reason he seems to miss the Santa Fly-In every year. Best wishes Tom from all of us, and thanks for all you do. The same holds true for volunteer Robin Dotti, who hasn't been seen at a Santa Fly-in for several years. Tom and Robin, it's a shame you two never get to see this exciting helicopter flight in person. But we'll tell you all about it and if you can make it next year, we'll save you a special front-row seat.

The Pacific Coast Air Museum hosts the free Santa Fly-In every year. We do not charge admission for this event, presenting it as our gift to the community. We are grateful to all the wonderful people at REACH Air Medical Services for generously offering the use of their helicopter and to Dan King and others at Helico Sonoma for doing the flying this year in the face of a low overcast. We are particularly grateful to Active 20-30 of Santa Rosa who came through again this year with a generous monetary donation to cover the cost of fuel for the helicopters. And of course, we also thank REACH Medical Air Services for the planned use of their big red turbo-powered Santa Sleigh with the rotors on top, despite its non-appearance due to weather.

Thank you everyone, and we'll see you next year! ✨



The Santa Fly-In always attracts a big crowd, and 2014 was no exception despite a drizzly day. Several hundred children and adults attended.



The Santa Fly-In takes the place of our December Climb-Aboard Weekend. To compensate, we always open an aircraft or two.

This year, it was the F-106 Delta Dart and T-37 "Tweet".

President's Message: Celebrate the Year and Our Accomplishments

As I sit down with pen in hand to write what will be my last President's Message, I find myself somewhat at a loss regarding what to focus on, yet overwhelmed by an assortment of important notes that need and deserve to be included. Foremost on my "A" list is to thank my fellow board members, the officers, both employees, the volunteer staff and the hard-working members of our museum for making my job much easier and really lots of fun.

I learned something about this museum many years ago that has remained steadfast: never doubt or underestimate the ability, determination or dedication of our membership. You all continue to amaze me and inspire me at every turn. And because of you I have the utmost confidence that our museum and its future are in the very best of hands.

Speaking of future, we could not begin our "second 25 years" on a more exciting note. We are already planning what will easily be the greatest ever WOWC Air Show for 2015. We are continuing our efforts to secure a more permanent home. Our new Flight Wing will soon begin operating flying museum aircraft. We are continuing to increase and improve our exhibits. We are planning several exciting events for 2015. We will soon unveil a brand new website. The list goes on and on. As will PCAM as long as you, our members and followers continue your support. As for me, I'm a believer. I know there is nothing this museum cannot accomplish and I know our greatest moments and most significant accomplishments still lie ahead.

Regards, Your soon-to-be Ex-President,
Lynn Hunt

January in Aviation History...

In December 1966, American author John Steinbeck went to Vietnam to cover the war for *Newsday*, a Long Island daily paper. His entry for January 7, 1967 reads as follows:

I wish I could tell you about these pilots. They make me sick with envy. They ride their vehicles the way a man controls a fine, well-trained quarter horse. They weave along stream beds, rise like swallows to clear trees, they turn and twist and dip like swifts in the evening. I watch their hands and feet on the controls, the delicacy of the coordination reminds me of the sure and seeming slow hands of (Pablo) Casals on the cello. They are truly musicians' hands and they play their controls like music and they dance them like ballerinas and they make me jealous because I want so much to do it. Remember your child night dream of perfect flight free and wonderful? It's like that, and sadly I know I never can. My hands are too old and forgetful to take orders from the command center, which speaks of updrafts and side winds, of drift and shift, or ground fire indicated by a tiny puff or flash, or a hit and all these commands must be obeyed by the musicians hands instantly and automatically. I must take my longing out in admiration and the joy of seeing it. Sorry about that leak of ecstasy, Alicia, but I had to get it out or burst.



The Pacific Coast Air Museum has in its collection a UH-1H Huey helicopter, a later and larger version of those Steinbeck knew. The quote above is available in the book *Steinbeck In Vietnam: Dispatches From the War*, edited by Thomas E. Barden. University of Virginia Press. The quote was found on the website "This Day in Aviation" at <http://www.thisdayinaviation.com/tag/huey/> 

Weathering the Storm

By Ron Stout

Boy was that a storm. Actually, there were two storms back in late November and early December that had the potential to do the Museum harm. Thanks to a lot of work from our intrepid volunteers we seem to have made it through with no damage to any aircraft. The first storm hit with a ton of rain and high winds, and the second brought really high winds. our greatest concern was with our aircraft and their potential for movement in the wind. We had plenty of warning so we made sure that all of the planes were well secured, with at least two wheels chocked on each plane. We paid special attention to the C-118 as she sits out in the open and is the biggest wind vane in our fleet. We had the huge nose wheel chock in place and added a set of large rubber chocks to each main. The recently acquired Rearwin Sportster also received special attention as her motor is not mounted so she is very light. We moved her to one of the rental spaces in the Butler Hangar and chained her down for a couple of days. We had some leaks in the Annex (mainly over Duane Coppock's desk) and some signs blew over, breaking one of them. The roof over the patio just outside the Gift Shop (where the Pitts Special and Bede-5J are stored) received some wind damage, but our facilities crew has known for a while that that roof needs replacing anyway. I want to thank all of the crew chiefs and crews who checked on the planes and kept watch during both storms. ★

Photos: The C-118 (top right, shown at the 2014 Air Show) had the potential to get badly blown around because of her size, so was carefully secured. The Rearwin Sportster (right, shown at her unveiling in August 2014) had the same risk, but for the opposite reason: she is very small and light and easily blown around. Both came through just fine.



Thank-You Lunch for Gift Shop Staff

On December 18, several volunteers were treated to a "thank you" lunch by Director Allan Morgan for their many hours of work behind the counter at the Gift Shop. Their innovative and creative merchandising has made a significant change in the overall ambiance of the shop. Seated at the table are (left to right) Allan Morgan, Bob Bergeron, Mike Lynch, Alan Chensvold, and Denny Hutton. The lunch was held at Adel's on College Avenue. ★



Flight Wing Report

By Lynn Hunt

Greetings from the Flight Wing. 2015 is shaping up to be our “coming out” year as we prepare aircraft, pilots and the necessary procedures that will ensure that both are properly prepared to fly. The first level of activity will be flight training and maintenance flights intended to perfect both the aircraft and our pilot skills. Next you will see museum aircraft begin our ride program probably organized around various museum weekend activities and events. Plans are also being made to participate in various air shows and other local community activities.

The Beechcraft Musketeer engine overhaul is progressing nicely. All overhauled parts have been returned to us and we will soon begin reassembly and installation. The Musketeer is still earmarked primarily for flight training and support of our Education Department. The C-1A is mid-way through its annual inspection but will be ready to go after a couple of weekend work parties. The Stinson is ready to fly. Our latest arrival, the BD4 is also ready to go and only awaits our group insurance policy and a green light from the board of directors to commence operations.

Wednesday nights from 5:00 p.m. to 7:00 p.m. is the designated Cessna 170 work night each week. There is plenty to work on so if you would like to participate we would love to have you. Hangar 101 is the first hangar through the gate closest to the museum. ★



©Peter Loughlin

Above: The Flight Wing's Grumman C-1A Trader is almost ready to fly, and just needs to complete its annual inspection.



Above: the Cessna 170 is still in pieces, but progress is steady. This photo was taken in 2013, before she was disassembled.

Right: Our 1947 Stinson Voyager is ready to fly now! Here she is in preparation for display at the 2014 Air Show.



©Peter Loughlin

Gift Shop January News

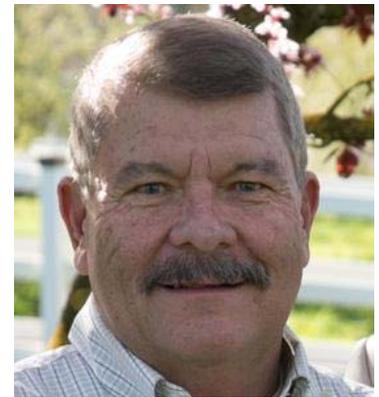


Military Tee-Shirts Marked Down

Through January, military tee shirts and all hats are 20% off. Tees formerly \$15.99-\$26.99 are now just **\$12.79-\$21.59**. Hats formerly \$9.99-\$17.99 are just **\$7.99-\$14.39**. ★



We are saddened to report the passing of Pacific Coast Air Museum member Mike Piloni. He flew west on December 24 at the age of 64, surrounded by his family. He is survived by his wife Robin of 41 years and his loving son Jason and his wife Rhonda. He is also survived by his sister Barbara Barnes as well as many nieces and nephews. Born to James and Nilda Piloni on July 13, 1950 in Santa Rosa, California, Mike graduated from Santa Rosa



High School in 1968 and attended Santa Rosa Junior College before enlisting in the Air Force Reserves. After returning to Santa Rosa from the Air Force he started his motorcycle career working for Ostarello's Harley Davidson and continuing with the Titoni family when they purchased the business. In 1978 Mike began his firefighting career with the Rincon Valley Fire Department and after 29 years of service he retired as a Fire Captain in November of 2007. Mike was a member of Local 1401, IFFA, the American Legion Theodore Roosevelt Post 21 and the Pacific Coast Air Museum. Besides his family his passions were riding his motorcycles, helping his friends work on their bikes along with his love for airplanes and trains.

Mike's wife Robin wanted to let us all know that donations in Mike's name may be made to the Pacific Coast Air Museum, One Air Museum Way, Santa Rosa, CA 95403.

PCAM has lost one of its great supporters and we all have lost a great friend. ★

Air Show Flashback

This P-38 Lightning was provided by the Planes of Fame Air Museum in Chino, California. It flew a number of passes on both Saturday and Sunday. The Sonoma County Airport served as a training base for P-38 pilots during World War II.



©Thomas Belka

In Case You Missed It: December 17 Member Meeting, Holiday Party, Awards Ceremony

By Lynn Hunt, Duane Coppock, and Jim Sartain

Over the years the December General Meeting of the PCAM membership has evolved into an event that you don't want to miss for a variety of reasons. The 2014 December meeting was no exception. Probably what will remain the longest in the memory of those attending was the incredible array of delicious food provided by those in attendance. Unfortunately, there was so much in the way of business to accomplish that there was not enough time to enjoy it.

Our December meeting was primarily an opportunity to say thanks to a large number of very deserving people. The evening began with acknowledgement of service rendered by our military veterans. Starting with WWII (thank you Darryl Shumart) through all wars to the present day and eventually all military veterans received a standing ovation from those gathered. Next it was time to acknowledge the hard work of our museum officers and staff. The current board members, officers, Department Heads, crew chiefs and all past Presidents were asked to stand and be recognized. Several groups of hard-working volunteers were next to be acknowledged. The gift shop crew, Hot Dog Thursday gang, T-28 restoration crew, Flight Wing members, Air Show Excomm, air show volunteers and Life Members were each asked to stand so that they could be recognized.

After a 30 minute break to enjoy the delicious food and each other's company we reconvened to present awards. Al Morgan presented our annual scholarship award to Ben Martin. Wayne Seamans presented checks to Troop 32, the Civil Air Patrol and to the Boy Scouts in recognition of their hard work during the 2014 air show. We acknowledged the hard work of Barbara Beedon for her undying support of the Oral History Program and Maggie Johnston for her support of Explorer Post 707. We always present a few special awards, and for 2014 they are as follows.

Special Awards

Volunteer of the Year—Don Callen. Don is a long term member and volunteer. Don is always there when any construction is going on. He helps out at many of our special events as well. At the 2014 Air Show Don assisted in media support, coordination of the golf carts and portables, and in VIP/Veterans transportation. He was one of those who arrived early and was one of the last to leave.

President's Award—Awarded to went to the Gift Shop "A" Team of Mike Lynch and Alan Chensvold for the great job they do in the Gift Shop and how well they have organized it and keep it stocked both for great appearance and higher sales. The gift shop volunteers are the first people most visitors and guests see when coming to PCAM. A great first impression is of utmost importance.

A special Board Award went to Bill Conklin. Bill, his wife Julie, and their team coordinated and put on the Gala Event held Friday night September 19 at the Vine Jet Hanger. Between the tickets sold, the P-51 ride tickets, and the live and silent auctions (State Senator Mike McGuire was the auctioneer), the event netted over \$70,000 for the PCAM facilities fund. Bill was not present but his award will be given to him at a later date.

Volunteer Hours

The tally of volunteer hours is an important thing, not only to recognize the contributions of the people who make PCAM the great place it is, but to show the world the depth of support the Museum receives. Many foundations and individuals who write grants want to know the level of support a charitable organization receives from its members and there is a rule of thumb dollar amount that is used. That dollar amount is \$25.00 per hour.

This is why we ask all you members to log your hours. It is easy to do. Hard copy log books can be found in the crew lounge and in the new shop.

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A volunteer badge is available to anyone who donates any of his or her time. Volunteer Hour pins are awarded for increments of 100, 300, 500 and 1,000 hours up to 4,000 hours. Volunteer name tags are awarded in increments of 1,000 hours to infinity.

Accrued Volunteer Hours

100 Hour Pins

Karen Eakle
 Ron Coleman
 Charlie Crowley
 Cody Harrington
 Phil Williams
 Arvid Sorum
 Michael Lewis
 Jim Fletcher
 Bob George
 Roger Klein
 Frank Mantellina
 Kyle Purcell
 Andy Werback

300 Hour Pins

Denny Hutton
 Margaret Nelson
 Bob Bergeron
 Bruce Carpenter
 Karen Eakle
 Michael Elliot-Jones
 Carol Lawson
 David Sandine
 Quincy Zlotnick
 David Carlson

500 Hour Pins

Carol Lewis
 Mike Lynch
 Charley Taylor
 Bob Bergeron
 Larry Houghton
 Ray Smith
 Greg Thomas
 Jim Mattison
 Don Thoman
 Caitlin Jurlin

1,000 Hour Pins

Bruce Tinkham
 Jim Mattison
 Rich Lewis
 Tony Bassignani
 David Kinzie
 Mike Hart
 Stan King
 Rose Pattenaude
 Tony Sarganis
 Max Johnson
 Alan Chensvold
 Joe Cholewa

2,000 Hour Pins

Jon Seeley
 Mark Fajardin
 Tom Chauncy
 Mike George

3,000 Hour Pins

Judy Knaute
 Jimmy Long

4,000 Hour Pins

Bill Carpentier

5,000 Hour Name Tags

Ed Nelson
 Jim Cook
 Jack Caldwell

6,000 Hour Name Tags

Bill Greene
 Barney Hagen

7,000 Hour Name Tags

Bob Conz

8,000 Hour Name Tags

Duane Coppock

11,000 Hour Name Tags

Larry Rengstorf

14,765 Hour Name Tag: Ron Stout

Ron Stout, throughout his years volunteering with the Pacific Coast Air Museum, has accumulated 14,765 volunteer hours. We all congratulate and thank Ron for his remarkable contributions and dedication. By the way, based on the \$25.00 per hour rule of thumb, Ron's total contribution has been worth \$369,125 in value perceived by potential contributors. Thank you Ron!

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The December 17 meeting and holiday party was closed with the acknowledgement of the hard work that it takes to keep our monthly meetings successful. The contributions of Dave and Diane Watson who keep us nourished, Duane Coppock who runs the raffle, Charlie Taylor who keeps us informed and entertained, and Dana Hunt who manages our videos were all recognized.

A good time was had by all. We all look back on a successful and rewarding 2014, and look forward to an even better 2015. With volunteers like ours, it's a sure thing. ✪

Roger Olson Receives Nonprofit Leadership Award

The North Bay Business Journal named PCAM Business Development Director Roger Olson as one of eleven recipients of its third annual Nonprofit Leadership Awards. Roger and the other recipients were recognized at an October 30, 2014 awards luncheon at Sonoma State University as part of the Nonprofit Conference and Leadership Awards presented by the North Bay Business Journal, the Volunteer Center of Sonoma County, and others. We all thank Roger for his contributions and congratulate him on this well-deserved recognition. Read more: <http://www.northbaybusinessjournal.com/101041/journal-names-11-recipients-of-2014-nonprofit-leadership-awards/> ✪



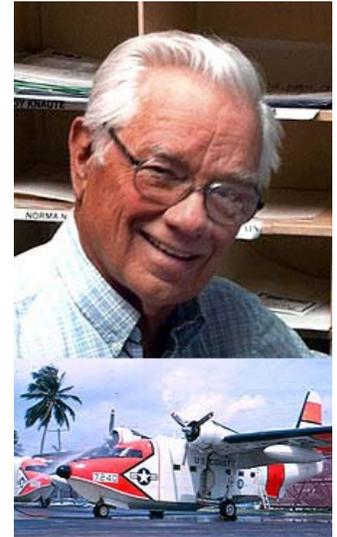
New Members Since the Last Newsletter

Margaret Cunningham, Marina Del Rey
Quincy Zlotnick, Sebastopol
Mark & Sara Meltzer Family, Palo Alto

January 21 Guest Speaker:

Duane Coppock, Lt. Cmdr USCG (Retired), on Chasing Kidnappers through the Florida Everglades... In an Albatross

Join us on Wednesday evening, January 21 as former "Coastie" and long-time PCAM volunteer Duane Coppock tells us what it was like to fly this iconic amphibian. Duane will focus on catching Gary Krist, sociopath mastermind of the headline-making kidnapping of college student and heiress Barbara Jane Mackle. The capture of Krist is quite a tale, involving a high-speed air-sea chase through Florida's Intracoastal Waterway. And Duane was at the controls of the Albatross that first spotted him!



About Duane Coppock

Duane received flight training with the U.S. Navy, and then flew with the Coast Guard for twenty years. During a tour out of Quonset Point, Rhode Island he accumulated over 200 hours flying Albatross #7245, which is now part of the PCAM collection. He then served a stint out of Miami during which he participated in the Gary Krist search. He also flew C-123 Providers to service two LORAN stations in the Bahamas, in the dreaded Bermuda Triangle no less! Duane has been deeply involved in the Pacific Coast Air Museum, at various times serving on the Board of Directors, serving as Executive Director, and volunteering in a number of other roles. To his credit, he often takes on the administrative tasks that help keep the doors open, the volunteers organized, and the guests happy.

Time and Location:

Wednesday, January 21, 7:00 p.m.
Mesa Beverage Company, Inc.
3200 N. Laughlin Road. Santa Rosa, CA ✪

Historical Photos of our Aircraft

Send us Yours!

By Peter Loughlin

Back in October 2014, we received an email from a gentleman planning to visit the Pacific Coast Air Museum. The gist of it is as follows:

Good morning. Together with three like minded aviation buffs I will be visiting your museum for the first time on 9 November... In preparation I was looking at your exhibit list and thought that the serial number of your F105 rang a bell. On 10 June 1978 18 F105s from the 457 & 465 TFS deployed across the Atlantic to RAF Sculthorpe in Norfolk, England.

One of these was your F105. I managed a shot of it (attached) on 18 June 1978 when it visited the base at Lakenheath, Suffolk during the course of the deployment which was code named Coronet Oriole . Sorry about the quality of the shot (1978 camera equipment, typical British weather and a 400mm lens) but thought that it might be of interest to you in terms of the history of the aircraft. My notes indicate that she was retired to AMARC at Davis Monthan then carrying fin code TH of the 457TFS on 11 February 1982 (where I photographed her again on 11 June 1983, you will see that she is the 5th from the front of the storage line – copy attached) and remained in store there until July 1988 when it departed, presumably to Herlong.

Best wishes

Dave Tompkins (retired Head of Operations at the UK equivalent of your FAA)



Mr. Tompkins' photo of F-105F Thunderchief, serial number 63-8331, on the ramp at Lakenheath AFB, Great Britain, June 18, 1978. This is the F-105 in the PCAM collection.

Though Mr. Tompkins apologized for the quality of this image, we think it's pretty good!

The Pacific Coast Air Museum is grateful to Mr. Tompkins for the effort he made to provide us with these historic photos. As a history museum, such material is vital to our mission. If you or someone you know has historic photos of any of the aircraft in our collection, or if you actually flew one of them, please contact us!



We would appreciate the chance to add your material to the individual histories we are developing for each aircraft. Please phone us at 707-575-7900 or email our Director of Operations Christina Olds at christinaolds2@gmail.com. ★

Left: Mr. Tompkins' photo of F-105F #63-8331 at AMARC, June 11, 1983. It is fifth in line (see highlight).

CVG 2 Memorial and Walkway Repair at PCAM

A Big Thank You to Alessandro Brown and Troop 32!

By Duane Coppock, with input from Lynn Hunt

How was it that at the end of last summer, the Museum received the Carrier Air Group Two Memorial and had its walkway repaired? Two things happened. The first was a friend of mine from college, John Pugliese, and his friend, Captain and aviator David Leue, USN (Retired), flew here to meet me. Their purpose was to locate the CVG 2 (Carrier Air Group 2) Memorial located at the WWII and Korean War era Naval Auxiliary Air Station, Santa Rosa, formerly located south of Santa Rosa near Sebastopol. CVG 2 had occupied the facility back in the 50's and Captain Leue trained there during the Korean War. That airfield was closed down many years ago after many years of civilian use. Urban development was threatening to displace the monument and David, John, and others were determined to save it for future generations. We drove to the homeless shelter located on what remains of the airfield and what do you know, there was the monument.



The CVG 2 Memorial as it now stands between the Gift Shop and the Annex.

The second thing that happened was that Alessandro Brown, an Eagle Scout candidate from Boy Scout Troop 32, came to the Museum inquiring if we had a project he could direct and coordinate. Why yes, he could get the memorial plaque to the museum, build a suitable foundation and have it properly displayed for the public. We at the museum were happy to see this get done because this is part of the history of military aviation in Sonoma County. We also suggested more gravel for the walkway that takes visitors out among our exhibit airplanes. Alessandro took on both projects, doing all the planning, getting donations, and organizing the manpower for this. He recruited adults who had knowledge of concrete work and what was needed for the two projects. The good people at Burgess Lumber provided a truck and forklift and with some help from the Scouts they carted the memorial back to PCAM. A perfect home for the monument was located on our grounds, Boy Scout 32 prepared a foundation, and the kind people at Precision Crane gently lifted the monument into position. Now sitting proudly the monument can continue to tell the story of our brave men and women of Carrier Air Group 2 and their connection to Sonoma County. Several yards of decomposed granite and gravel were brought in, the scouts spread it around, and



they used a motorized tamper (and their feet!) to pack it down. We now have a much improved walkway, and its firm surface accommodates wheelchairs and the mobility-impaired better than before. The Scouts also cleaned and re-stained the wooden footbridge. What service! When they were done, the Scouts and other volunteers were treated to a delicious lunch and a rest in the shade.

Alessandro did a great job on these projects, as you can see from the photos that accompany this article. All photos for this story were provided by Kevin Bleibaum, photographer for Troop 32. ★

More photos on next page

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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>

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PCAM YouTube Video Channel
<http://www.youtube.com/user/PCAMvideos>



PACIFIC COAST AIR MUSEUM

STRAIGHT SCOOP

January 2015

Climb Aboard
February 21-22, 2015
Douglas DC-6 Cockpit
(No Climb-Aboard in January)

REMEMBER THESE DATES

January 7, 2015	6:15 p.m. - 8:30 p.m.	EAA Chapter 124 Dinner & Meeting at EAA Hangar
January 21, 2015	6:00 p.m. - 6:45. p.m	Wings Over Wine Country Air Show open meeting
January 21, 2015	7:00 p.m. - 9:00 p.m.	PCAM Member Meeting
February 18, 2015	7:00 p.m. - 9:00 p.m.	PCAM Member Meeting

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