



Mustang Roundup a Huge Success

By Connie Reyerse

What started out as an idea to showcase cars and planes, then transmogrified into a full-blown Car Show featuring a specific breed of cars and airplanes, culminated in the first annual Mustang Roundup and Muscle Car Show. The fact that



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Here's what it was all about: Classic Mustangs meeting classic Mustangs, people having fun, and plenty of muscle cars. This is Lynette Erlach behind the wheel, clearly enjoying herself thanks to the hard work of everyone at PCAM who made this event possible.

the Pacific Coast Air Museum never previously had a full-blown car show in its history, but successfully provide the community with one, is a testament to the capabilities of the personnel that make up this great place we call PCAM.

This past June 18th PCAM unveiled the result of many months and many hours of effort. It started out as a simple idea of placing a few Ford Mustangs amongst our museum aircraft displays. It ended up having over 65 Ford Mustangs of every era and type on display. Not only that but enhancing the show into a "Muscle Car" Show offered every other performance vehicle an opportunity to participate.

What made this car show so unique? There was the Peggy Sue's Car Show and Cruise just the week before, and a few months prior Petaluma held their American Graffiti Car Show. So what made PCAM think it could pull this off? We have something none of the others have... AIRPLANES! Cars and airplanes have a historical connection and we are the one show in town that could pull this off at the scale it was.

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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."

President's Message

Relocation Update: Lots of progress here. Connie has completed the list the county required on the materials we use on-site. John Nelson is just about finished with the new Insurance requirements. Lynn and Clint are finalizing the Operations Procedures for the Flight Wing. Ben and his team are finalizing the options for incremental moves.

Area 52: We signed a short term lease this week for the original space that we wanted on the south end of the airport down by the old gun club. We are deciding now how many storage containers we will need initially. Having this area and the containers will allow us to clear out Area 51, condense what we have in the half hangers, and relocate nearly all of what we currently store in the storage units on Santa Rosa Ave. This will reduce our monthly rents considerably.

Mustang Roundup and Muscle Car Show: The show was a success and, to me and others, really showed what we can do with the Dragonfly property and Butler Hanger. I heard nearly all very positive remarks from attendees and participants. We learned a lot from this first-of-its-kind event. I want to join Connie in thanking everyone who helped make this a success. It was like a miniature air show in many ways.

Hot Dog Thursdays: I want to thank the whole HDT Team for all their work on putting on this very popular event seven months out of the year. It is a huge amount of work but it brings in the whole airport community and visitors from all over the county. Thursday's HDT was one of the largest we have ever had with over 500 hot dogs served. Another important benefit for our move is that we will have areas to hold this and other similar events without having to put up and break down all the tents each time.

Positions Open: This year we have a number of new board members and other key leadership positions. I am excited that we will have a truly great group ready to help take PCAM to the next level starting in 2017. That said, please see the job descriptions that are outlined in the newsletter. We still need to fill several very important positions. If you are interested in any of these positions or know someone who might be, please contact the appropriate division director.

The Gift Shop is again in need of support. If anyone can help out or if you know anyone who can, please contact Mike or Alan in the Gift Shop. Working in the Gift Shop is an opportunity to meet people from all over the world and be the first PCAM volunteer to greet them and tell them about our wonderful organization and our collection of Aircraft and Artifacts.

Thanks everyone. I'll have more to report at the Member Meeting on July 20 and after our Board meeting on July 13.

— Jim Sartain

Gift Shop July News: Parent/Kid NASA Tees!

Lots of parent/kid combos have already bought pairs of these comfortable cotton tees and had a ton of fun wearing them together. Available in youth and adult sizes. \$13.99 - 14.99 each. ★



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Mustang Roundup Continued

We had P-51 Mustang fighter aircraft, we had a P-40 Warhawk (like the Flying Tigers flew), we had a T-2 Buckeye Navy Jet Trainer, and we had an entire field full of our Museum aircraft to go with them. To add to all of this, we actually flew two of the Mustangs to the show, passing over the crowd. And we had a sound-off competition where



we ran a P-51 against two NHRA level Dragsters, one from Steve Castellie's collection the Hot Rod Willies, and one from the Super Eliminator ranks (actually a Ford Mustang!). The crowd loved the noise, the crowd loved the plane, and overall the crowd enjoyed it all.



Yes, it was our first attempt, and yes, we could have done things better, but we had to learn as we went along. To place as many cars as we had on a field that also had airplanes was a potential logistical nightmare, but it all worked, and from the comments we heard, everyone loved it and wants to come back next year.

It is our plan to do this event again next year, and having learned from our mistakes we'll improve on the overall show. We are now putting together our Car Show Committee and will be planning the details

for next year's event to ensure it will be a success. Given the fact that the name Mustang Roundup was a success, we will in all probability keep the name as it has gained traction.

In conclusion, this car show was the tremendous success that it was in large part due to the enormous efforts of all the volunteers who gave much of their time. The amount of work seemed endless, the moving of barriers, the re-positioning of airplanes, the placement of the Hot Dog Thursday team's barbeques and food preparation equipment, the tables, the car placements, the security teams... The list goes on and on, and yet the PCAM team pulled it off. I have to add that the



outstanding efforts of one Tony Bassignani in providing the support to ensure our success needs to be noted.

When I was suddenly and unexpectedly hospitalized with a relapse of my pneumonia, I knew I could count on Tony to continue the work. He did and it was a success.



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This show would never have been a success if it was not for the financial support we received from Hansel Ford, who provided the lion's share of money to make it happen. In addition, there was financial support from Bill Conklin in enabling us to put together the marketing packages we needed. We would never have gotten started if board member Anthony Marinelli had not stepped up at the start of our work and offered financial backing to ensure us a safe start in our program.



It took months of time, it took several thousands of dollars, it was a major work project

to execute, but PCAM did it successfully, and we will do it again next year. Our goal was to raise money for PCAM, to not use any PCAM funds to achieve it, we did both, and the financial success of this show aided PCAM tremendously. 🌟



At Long Last Our C-1A Is Airborne

By Lynn Hunt

Airplanes can be your very best friend or a conundrum. Frequently they decide to cooperate and perform reliably with little or no coaxing. Sometimes they refuse to cooperate and decide to challenge you every step of the way in your pursuit of perfection. The Flight Wing's beautiful Grumman C-1A has been grounded since 2014 and a dedicated team of volunteers



has persisted in chasing a myriad of different issues. The aircraft has a ridiculously complex hydraulic system and a wing fold system that would scare away all but the brightest mechanics. Her current avionics are a mixture of old and new generation and making them all work together is a challenge for the very best technician. Our plan had been to have the aircraft flying for Memorial Day celebrations but aircraft are not ready until they

are ready and often have their own schedule. On Wednesday June 29th, the planets aligned and she took to the air for a brief shakedown flight. All systems performed extremely well and she responded to the challenge with less than handful of minor issues.



Above: Chris Brown in the copilot's seat while taxiing.

Below: Chris Brown, Mike Joyce (left, rear) and pilot Lynn Hunt, in the air with the C-1.



The C-1A Trader just after its June 29 takeoff. This was the first time she'd flown in about two years.

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The C-1A trader unfolds its wings while taxiing before takeoff.

In the weeks to come we will continue to exercise the Grumman as this is the best possible program for continued health. Much like people, aircraft need regular exercise and respond well to steady attention. Also look for the airplane and its cast of characters at our air show in September. The Grumman is the queen of the Flight Wing fleet, a position so well deserved. ✪

80 Days and counting down to the Airshow!

By Nancy Heath, Air Show Director
With less than three months to go until the Airshow now is the time to get involved and



volunteer! We would like to encourage every PCAM member to go on line and find a job that is right for you. The Airshow cannot happen without your help. Need a job sitting? There are plenty of opportunities for you to help. Spread the word and tell your friends. We need their help also. Go to www.WingsOverWineCountry.org and click on the "Volunteering" tab for a link to the "Sign Up Online" button. This will take you to the SignUpGenius web site. If you have questions or need help contact Anita Forbes, our volunteer coordinator at 415-987-4163 or alf502000@yahoo.com.

This year we will be combining the volunteer Thank You BBQ on Saturday evening with our performers reception. This is your chance to meet our great military and civilian pilots and their crews. A wonderful BBQ will be served courtesy of the EAA! 🌟



July 23 Bus Tour: USS Hornet Museum in Alameda

By Duane Coppock

A tour of the USS Hornet is planned for Saturday, July 23, 2016. You will see the workings of an aircraft carrier and how aircraft are launched and retrieved, and then serviced and hangared. The tour is self-guided and you can go to the bridge and the flight ops air boss, go to the engine room and a whole lot in between. This ship was the recovery ship for the Apollo 11 flight in July 1969, and there are displays and artifacts from the Apollo missions.



The bus was generously donated by Sonoma County Airport Express. It is a big comfortable touring coach with a restroom. We will be leaving from the Museum at 0815. You can buy your lunch from a concessionaire aboard the Hornet. No advance ordering is needed for lunch. We will depart the Hornet at 3:30.



This bus tour costs \$40.00. This is \$10.00 less than our normal price because you buy your own lunch. The Hornet has a major restoration in the works; they are refurbishing the flight deck. Your admission fee will help cover this very big project. (Water is leaking into the Captain's quarters. They can't have that!)

Reservations are required and can be made by simply calling the office, (707) 575-7900.



Reservations must be made by Thursday, July 21. You can pay by check or cash.

Watch the Pacific Coast Air Museum for additional announcements. Visit the Hornet Museum website: <https://www.uss-hornet.org/> 



Flight Simulator Update

By C J Stephens

The new 3D flight simulator has been powered up and runs great. It provides an extraordinary illusion of real flight in a number of different fighter aircraft. While operating this flight simulator it is very hard to believe that you are not in an actual aircraft and flying over the Nevada desert. The simulation of the entire experience is amazing. We are setting up the controls of the various airplanes but currently have the F-15, Mig-15, P-51 and F-22 set and running. We have only a couple of



This is the flight simulator cockpit. It's the nose section of an actual L-29 aircraft. You'll "fly" the simulator just like you'd fly a real fighter plane: with a joystick and rudder pedals. This is not just some glorified video game!

volunteers to operate it for others to fly. It will be located within the Gift shop once it's operational. This simulator is likely to become a major attraction at the Museum, and we're looking for a few more people to get involved and share the fun and the glory. If you are interested in being a simulator co-pilot and helping the public use this wonderful equipment, please contact me, C J Stephens, at 707-799-2878 or simplymag@sbcglobal.net. ★

July in Aviation History...

Astronaut John H. Glenn, like most of the men who pioneered the United States' space program, was a military pilot before he shot for the stars. On July 23, 1953 during the Korean War he shot down the third and final MiG-15 of his career. He was a US Marine Corps major but was on temporary assignment with the US Air Force 25th Fighter Interceptor Squadron, 51st Fighter Interceptor Group, at K13, Suwon, Korea. He flew a North American F-86F similar to the one in the Pacific Coast Air Museum collection. Ours is actually an RF-86F, the photo reconnaissance version of this iconic first-generation jet fighter. This aircraft is on loan from the National Naval Aviation Museum at Pensacola, Florida. ★



In Case You Missed It: June 15 Member Meeting Guest Speaker: Lt. Col. Lou Shehi, USAF (Ret.) on Forward Air Controllers in Vietnam

By Peter Loughlin

Our guest speaker at our June 15 member meeting was Lieutenant Colonel Lou Shehi, USAF (Ret.), who spoke about flying the O-1 Cessna Bird Dog as a Forward Air Controller (FAC) in the early stages of the air war over South East Asia in 1965.

What is a FAC?

FAC stands for Forward Air Controller. Various types of FACs have existed for the last 150 years or so, starting with spotters in tethered balloons during the American Civil War. The most widespread use of FACs came during the Vietnam War, when FACs flew about half of all sorties recorded by all branches of the U.S. military. The “fast-movers” (high-speed jets) on ground-attack missions needed accurate instructions on precisely where to place their ordnance, both to destroy the target and to avoid hitting civilians. Nowadays our tactical aircraft rely on satellites, drones, advanced radar, and other high-tech targeting systems, but fifty years ago the best thing available was a single man in a low-flying aircraft who could mark targets with smoke rockets. The FAC’s job was target marking for bombers, artillery spotting, directing close-support fire in aid of ground troops, and other missions where an eye in the sky provided an advantage.

Flying as a FAC was a very dangerous job. The planes were small, slow, and invariably flew very low so the pilot could see the targets. This made them very good targets themselves and there was a very high attrition rate, particularly since FAC pilots often flew three or four missions a day.

Lou Shehi flew the O-1 Cessna Bird Dog under the call sign Cobra Four. The O-1 was an adaptation of the civilian Cessna 170. Early versions were completely unarmored so pilots would often sit on their flak vest and their parachute, since the biggest danger came from below in the form of enemy small-arms fire. The plane’s top speed was 110 to 120 miles per hour and it



Cessna O-1 Bird Dog like those Lou Shehi flew in Vietnam

could do aerobatics. Lou said they never flew above 1,000 feet. FACs carried hand-held M-16 carbines and hand grenades with which to strike back at the enemy, in addition to four to eight white phosphorous (“Willie Pete”) rockets for marking targets.

The Missions

Lou told about a day when he’d been ordered to patrol a supposedly quiet area. An Army captain came along, just to see what FACs do. They suddenly came under a hail of fire from hidden Viet Cong soldiers. Lou throttled up and got out of there. He called for ground attack fighters and circled back. As the fighters approached, he rolled over to mark the target, diving straight down at it as he had been trained. But there’s a problem with this approach; you don’t seem to be moving at all from the perspective of the person you are diving upon, and you make an easy target. They began taking fire. Lou’s engine coughed a few times. He fired his rockets, pulled out, and the engine seemed to settle down. He checked his passenger in the back seat and saw that he was covered in blood. He called for medical assistance, flew home, and landed. When Lou inspected the airplane, he found that the propeller had been hit several times. That was the source of the “coughing” engine. Prior to this, Lou had been told that the VC did not shoot accurately, but after that day he had new respect for their marksmanship.

It wasn’t always easy to get the cooperation of the pilots the FACs were guiding. One time, he was assigned to mark a target for eight Navy planes. These guys

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had already decided how they were going to approach the target but Lou advised them against it, saying their chosen route would take them over enemy-held territory and the danger from AAA (anti-aircraft artillery) and small arms fire was extreme. Lou wanted them to come in a different way. The Navy guys did not back down, so Lou refused the mission and told them they could “take their bombs back to their boat.” This did not go over well. The Navy flight did, very grudgingly, eventually execute their attack as directed by Lou.



Lou's O-1 burns after crashing during his final mission

Lou's last mission as a FAC took place on October 8, 1965. Lou had already flown two missions that day, and was shaken and soaked in fuel after the VC had holed his tank and knocked out his brakes. A self-important colonel insisted Lou immediately fly another mission, this time in a damaged but presumably airworthy O-1. Lou's crew chief Hardy wanted to come along. So with Hardy in the back, a full load of Willie Petes, and as much fuel and small arms ammunition as the plane could carry, he rumbled off down the runway. The engine quit suddenly during climb out. He put the nose down and looked for a place to land. But being overloaded as it was, the plane stalled. They crashed in a nearby cemetery. Fortunately it rolled on impact, absorbing much of the energy of the crash. But it caught fire.

A nearby South Vietnamese soldier pulled Lou from the burning plane just moments before it blew up. “My God! Hardy's still in there!” said Lou, horrified that he had left his friend in a burning wreck. Just then, Hardy himself walked up, a bit bloodied, and asked, “How ya doin' Captain?” Hardy had gotten out just fine on his own.

Making Friends with the Navy

Lou ended up with a lot of small cuts and a broken arm. He was very lucky, but his days as a FAC were over. He was flown to a hospital in Japan where he spent four months recovering. Shortly after arriving, and with the boredom of hospital life setting in, he paid a visit to a rather posh civilian night club that required

the wearing of formal jackets. He had none, so they lent him one and led him to the bar. There were a bunch of Naval aviators at the other end of the bar, all dressed in their formal white Navy jackets. One of the Navy men happened by, and conversation ensued.

“Why are you all beat up like this?” asked the Navy flyer.

“I was a FAC, and I got shot down.”

“Where did you operate?”

“III Corps out of Bao Trai near Cu Chi.”

“What was your call sign?”

“Cobra Four.”

“Hey Skipper!” shouted the Navy guy to his companions. “I've got Cobra Four!”

Boom! Just like that, he was surrounded by a bunch of vengeful Naval aviators. This was the same squadron he had told to “take their bombs back to their boat.” Skipper was a tall muscular man, and stood glowering down at the bandaged and suddenly contrite former FAC. “Grab his good arm,” he said.

Rather than breaking that one too, they held it firmly, shoved a large bottle of

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champagne into his mouth, and forced him to drink. This treatment was actually their rough way of rewarding and thanking a man who probably saved some of their lives. Lou's warning about the dangerous approach had alerted them in time, and they had been able to avoid a very dangerous situation that day. They were still smarting over Lou's rebuke, but had forgiven his bad behavior. Lou said he does not remember much of the rest of the night, but assumes he had fun.

Fortunately, neither the crash nor the party with the Navy caused enough damage to end his flying career. He later was re-trained and flew for the Air Force for a number of years.

All of us at the Pacific Coast Air Museum thank Lou Shehi for his great presentation and a rare look into the life of a Forward Air Controller. He told a lot more stories than can fit in this article, and those at the meeting were lucky to hear them. For a deeper and very accurate look at the life of the FACs, Lou recommends the book *Cleared Hot* by the FAC Association.

About Lou Shehi

Lou received his ROTC commission after graduation from San Francisco State and entered pilot training on March 17, 1959 and went on to Advanced Interceptor School at Perrin AFB, Texas. He volunteered to fly A-1 Skyraiders, but when that project was canceled he



Lou Shehi

was re-assigned to FAC duty. After Vietnam he went on to tours flying the RF-101C and the RF-4C Phantom at Upper Heyford RAF in England. He also flew the RF-4C and EF-4C at Zweibrucken, Germany. He completed a 13 month assignment to Osan AB Korea, headquarters assignments at Maxwell AFB, and served with Air Staff at the Pentagon. Lou's wife Sophie, while President of the American Legion Auxiliary Unit 179, oversaw the shipment of 12 tons of CARE packages to troops in Iraq and Afghanistan. ★

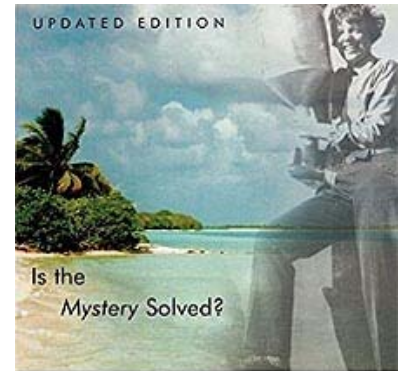
July 20 Guest Speaker:

Author and Archeologist Thomas F. King, PhD on the Nikumaroro Hypothesis about Disappearance of Amelia Earhart

Thomas F. King, PhD, joins us for our July 20 member meeting for his presentation on the mystery of the disappearance of Amelia Earhart and Fred Noonan in 1937.

Tom has co-authored the book **Amelia Earhart's Shoes**. Several different hypothetical answers have been provided to the question: "What happened to Amelia Earhart?" Tom is the senior archeologist for The

International Group for Historic Aircraft Recovery (TIGHAR) which has carried out interdisciplinary research testing the Nikumaroro Hypothesis, and may be coming close to the answer. He is currently working with Cupertino-based Betchart Expeditions, planning a 2017 return to Nikumaroro. For more details go to www.niku2017.com.



About Thomas F. King

Tom holds a PhD in anthropology from University of California, Riverside. He is a former U.S. Government employee who is now a self-employed cultural heritage and environmental impact assessment consultant based in Silver Spring, Maryland. He spent his youth in Petaluma (1946-1961) cutting his teeth in anthropology investigating prehistoric Native American sites and organizing the now quiescent Northwestern California Archeological Society. Tom will be offering book sales and personal autographs during his visit.

Time and Location:

Wednesday, July 20, 2016, 7:00 p.m.

Columbia Distributing, formerly Mesa Beverage Company, Inc.

3200 N. Laughlin Road. Santa Rosa, CA ★

Become a Part of the PCAM Team!

Help Wanted!

PCAM members, volunteers and donors are the backbone of the museum and every PCAM event. We are seeking help in fulfilling our museum mission to educate and inspire our youth, preserve our aviation heritage, and honor our veterans.

Ideally we will get 3 or more people to fill these 3 positions... if not, then we will split the duties amongst the volunteers that we get!

In order of importance, we need:

- **Education Program Coordinator**
- **Volunteer Coordinator**
- **Development Administrator**

Hours will vary with needs, but for now 3-6 hours per week is desired.

Education Program Coordinator

PCAM's mission starts with education: "To Educate and Inspire both young and old..."

We have a team of educators and docents (but can always use more!) and we are seeking someone who can organize all the moving parts for them. This program needs a planner, scheduler and data collector to report monthly progress to the PCAM Director of Museum Operations.

The coordinator does not have to have experience as an educator, but must be able to promote and schedule events, register attendees, develop and maintain contacts at local schools, make sure there are educators and docents in place, and report statistics about the events and overall program to the development team and PCAM staff.

This includes: Outreach programs to local schools, educational field trips to PCAM, Aviation Summer School courses (2 one-week courses per summer), Boy Scout Aviation Merit Badge programs (2 per year), Aviation History & Principals of Flight courses, Windsor High senior project student activities, on-site

aviation class/flight simulator training, STS control tower visits, North Bay Science Festival participation.

Volunteer Coordinator

Work closely with the Director of Museum Operations and the PCAM database program (PastPerfect) to understand member areas of interest, update the database, establish contact with interested members desiring to volunteer, and create a mechanism for volunteers to sign up on an ongoing basis.

Also work closely with the following:

- **Administration:** For filling various long-term and short-term administrative needs
- **Gift Shop:** Assist Gift Shop Manager to staff the shop during regular operating hours
- **Operations:** Assist DMO in staffing field operations which may involve aircraft movement for maintenance, wash rack, special events, and air show.
- **Air show:** As needed -- air show has its own Volunteer Coordinator but requests assistance
- **Development Administrator:** Provide PastPerfect program data on request for development activities

Development Administrator

Help PCAM communicate our many and varied programs and events and our vision for our future to current and prospective museum members and supporters by volunteering with our Marketing and Development team (Business Development Director Roger Olson, DMO Constant "Connie" Reyerse, Communications Manager Peter Loughlin, PCAM Director Julie Conklin and Media Coordinator Doug Clay).

Must be detail oriented, experienced using Microsoft Office core programs (Excel, Word, PowerPoint and Outlook), able to verify and update data, generate reports, letters and other documents for fundraising and donor development. Will be trained to use PastPerfect museum database software.

Contact

If you are interested in any of these roles, contact Director of Museum Operations Connie Reyerse at 707-575-7900 or creyerse@gmail.com. ✪

New Members

Wilfred Alexander, Vallejo
Allen Storie Family, Windsor
William Conner Family, Windsor
Donald Barry, Windsor
Logan LaFranchi, Calistoga
Ismir Rivera, Santa Rosa
Clint Fereday Family, Santa Rosa
Dan Davis Family, Rohnert Park
Karen Kalua, Rohnert Park
Vincent Mothersbaugh, Santa Rosa
Nick Peay Family, Healdsburg
Kevin Allen, Santa Rosa
Todd Graham, Santa Rosa
Jay Hicks, Santa Rosa
Amber Tansey Family, Windsor
Teresa Jodon-Manns Family, Santa Rosa
Joao Mesquita, Junior Member, Santa Rosa
Collin Hackett, Junior Member, Healdsburg
Val Birk Family, Santa Rosa

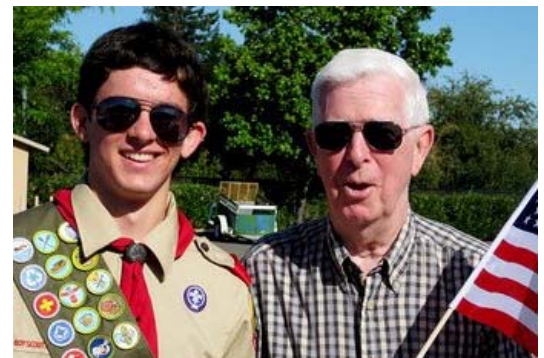
Air Show Flashback

Frank Donnelly of *Dr. D's Old Time Aerobatics* flies inverted in his modified 1946 Taylorcraft. Dr. D's performance is reminiscent of the acts of early air show performers, particularly because he uses an aircraft that was once readily available to the general flying public, and not a high-tech high-performance craft built just for high-G aerobatics.



We are saddened to report the passing of Pacific Coast Air Museum member Tom Wirrick, who flew west on July 7. Tom's son Jeff says that although Tom was not an

active participant at PCAM for a while, he loved the Museum and was really looking forward to this year's air show. Tom worked aboard and around air-



Tom Wirrick with grandson Michael Potter, July 4 2014, at a breakfast honoring veterans.

craft for a significant part of his life. He served in the US Navy as an aviation technician Petty Officer during the Korean war, and crewed aboard TBM Avengers, R4Ds (the Navy version of the DC-3), and other types. He was deployed aboard the USS Essex, and was discharged from Anti-Submarine Helicopter Squadron Four in December 1954. Lynn Hunt remembers Tom as a good friend and a great supporter of the museum and aviation in general. Services will be held at the Brush Creek Building of the Church of Jesus Christ of Latter-Day Saints, on Saturday, July 16, 2016. A Viewing will be held at about 9:00 a.m., with a memorial service at 10:00 a.m. The burial will take place directly after the service. The address for the church is 5301 Badger Road, Santa Rosa, CA 95409. Jeff says that In lieu of flowers or other gifts, his dad would have liked people to make donations to their favorite charity. He suggests the LDS Perpetual Education Fund, Heifer International, Kiva.org, Honor Flight, Museum of Flight, and the Pacific Coast Air Museum. 🌟

Hot Dog Thursday August 4

Join us for the next Hot Dog Thursday on **August 4**. \$5.00 (\$4.00 for members) gets you admission, a large hot dog, chips, and soda or water. Hot Dog Thursday is an important fundraiser for the Museum, and also a fun social event.



And we always have an airplane or two open for climb-aboard to keep the kids (and curious adults) occupied. We also set up shade awnings so there is plenty of shaded space in addition to our covered patio. Come on out!

We are grateful to these sponsors whose generosity makes the July Hot Dog Thursday possible:

- [Airport Business Center](#)
- [Northbay BIZ Magazine](#)
- [Quattrocchi Kwok Architects](#)
- [W.C. Sanderson Ford](#)



QUATTROCCHI KWOK
ARCHITECTS



Paul Heck and the rest of the Hot Dog Thursday Crew put on another great event on July 7, too early to report on for this edition of the Straight Scoop newsletter. Our thanks to sponsors [Silviera Buick GMC](#), [Windsor Odd Fellows Lodge #215](#), [Sonoma Jet Center](#), and [Rotary Club of Healdsburg](#) for supporting the June event. ✪

The Pacific Coast Air Museum's Platinum Sponsors

The Pacific Coast Air Museum thanks its Platinum Level Sponsors, whose contributions help make our museum the thriving community resource it is! If you would like to find out about sponsorship opportunities with the Pacific Coast Air Museum, contact Roger Olson, Director of Business Development, 707-396-3425 or rogerolson427@gmail.com ✪





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

Wednesday, Thursday, Friday, Saturday and Sunday.
10:00 a.m. - 4:00 p.m. Closed on major holidays.

Open Cockpit Weekends

One or more aircraft are open for close examination the third weekend of each month (weather permitting) and you can even climb aboard some of them! For more info phone 707-575-7900 or visit www.pacificcoastairmuseum.org.

Member Meetings

Normally held on the third Wednesday of each month, 7:00 p.m. at Columbia Distributing, formerly Mesa Beverage, 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

\$50 per year individual; \$100 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

Ben Barker	707-838-0238
Julie Conklin	707-486-4914
Clint Fereday	602-791-3606
Art Hayssen	707-321-2040
Julia Hochberg	707-523-2800
Anthony Marinelli	707-695-6886
Jim Sartain	707-528-1400
C J Stephens	707-799-2878
Andy Werback	707-823-5616

Officers

President	
Jim Sartain	707-528-1400
Vice President	
C J Stephens	707-799-2878
Secretary	
Anthony Marinelli	707-695-6886
CFO/Treasurer	
Judy Knaute	707-545-7447

Director of Museum Operations,
Constant Reyerse 317-691-2437

Director of Sales & Marketing
Julie Conklin 707-486-4914

Director of Aircraft & Assets
Lynn Hunt 707-235-2552

Director of Flight Wing
Lynn Hunt 707-235-2552

Air Show Director
Nancy Heath 707-477-4307

Director of Education
Art Hayssen 707-321-2040

Valuable Assets

Administrative Assistant & Facilities Manager
Duane Coppock 707-546-4388

Educational Tour Coordinator
Art Hayssen 707-321-2040

Safety Officer
Position Open

Exhibits Coordinator
Mary Jane Brown 707-566-9032

Gift Shop Manager
Mike Lynch 707-575-7900

Guest Speaker Coordinator
Charley Taylor 707-665-0421

Dir. of Business Development
Roger Olson 707-396-3425

Membership Records
Mike George 707-575-7900

Sunshine & Sympathy
Diana Watson 707-578-6883

Planned Giving Coordinator
Barbara Beedon 707-695-3683

Oral History Program
John Nelson 707-239-1002
Alan Nelson

Volunteer Coordinator
Position Open

Vol. Coordinator: Air Show
Anita Forbes 415-987-4163

Volunteer Chair Emeritus
Norma Nation 707-525-9845

Communications Manager
Peter Loughlin 707-704-6498

Web Administrator
Peter Loughlin 707-704-6498

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



STRAIGHT SCOOP

July 2016

Open Cockpit
July 16-17, 2016
Korean War Weekend
A-26 Invader, F-84F Thunderstreak, F-86H Sabre, RF-86F Sabre

REMEMBER THESE DATES

July 20, 2016	6:00 p.m. - 7:00 p.m.	Air Show Meeting at Columbia Distributing
July 20, 2016	7:00 p.m. - 9:00 p.m.	PCAM Member Meeting at Columbia Distributing
August 4, 2016	11:30 a.m. - 1:00 p.m.	Hot Dog Thursday
August 21, 2016	6:00 p.m. - 7:00 p.m.	Air Show Meeting at Columbia Distributing
August 21, 2016	7:00 p.m. - 9:00 p.m.	PCAM Member Meeting at Columbia Distributing
September 1, 2016	11:30 a.m. - 1:00 p.m.	Hot Dog Thursday
September 24-25, 2016	10:00 a.m. - 4:00 p.m.	Wings Over Wine Country Air Show
October 6, 2016	11:30 a.m. - 1:00 p.m.	Hot Dog Thursday - Last of the season

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