



STRAIGHT SCOOP

Volume XV Number 2 February 2009

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

Happenings in Our Pacific Coast Air Museum Education Program

On February 12, the Pacific Coast Air Museum was represented at an Open House with eight other County Museums for County teachers and educators. The event was from 4:00 – 7:00 at the Schulz Museum. [Allan Morgan](#) and [Robin Doty](#) staffed our booth (see photo) while [Dave Pinsky](#) "shmoozed" the crowd. The many teachers who attended expressed their enthusiasm for our museum's educational tours & classes and we hope to see them and their students at the museum soon. Six teachers enrolled in our new "Associate Membership for Educators" which helps bond them to the Pacific Coast Air Museum.

We have been meeting with Boy Scout Troup 32 to establish a five hour class leading to an Aviation Merit Badge. Sixteen scouts and several parents are expected to attend the first class which is scheduled for April 18 at Pacific Coast Air Museum. We are very excited about expanding our Educational offerings to include a Merit Badge Program. We anticipate that other Troops will participate in this Program in earning Merit Badges.

Our second Aviation Summer School is scheduled for June 8 – 19 and will meet for two hours each day. Brochures are available in the Gift Shop and will be distributed to local schools in April. Some of the areas that the students will explore are: Principles of flight, Aviation History, Navigational Basics. We will have a number of guest speakers.

Our Education Program Coordinator, Allan Morgan, is doing a terrific job with these programs. If you would like to help Allan with any of these programs, shoot him an e-mail at amrgrn@comcast.net.



www.pacificcoastairmuseum.org

(707) 575-7900

The Pacific Coast Air Museum

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

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

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

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

“Straight Scoop”

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

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

Membership Renewals:

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

Address Corrections:

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

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**The Pacific Coast Air Museum
Welcomes these
New Members**

Ron & Anni Clark – Sebastopol
Bettina Kochimke Family – Santa Rosa
The Teixeira Family – Santa Rosa
The Wentworth Family – Santa Rosa
Kristie Williams – Santa Rosa
Arlen Monteau – Vallejo
Kristi Fauss – Windsor
Patty Martin – Sebastopol
Kathie Rose – Petaluma
Max Heald – Santa Rosa
Steve & Kathy Hosmer – Santa Rosa

FEBRUARY DONATIONS

A.A. Kransberg
Ed Bale
Herbert Zuidema
George Connors
Gunther Meisburg
Odin & Nancy Miller

Manny's Legacy

Manny Maciel didn't live like a rich man. He drove an old Buick and, later, a 1965 Ford Mustang. His airplane was a Piper Comanche, and he leased it back to a local flight school.

An immigrant to the United States from the Azores, Maciel became a naturalized citizen in 1948. He worked nearly all his adult life at the Sonoma County Airport, first as a line boy, and later as the owner of a fuel concession there and finally a small restaurant. His business was listed on the books as Sonoma Aviation Fuel Services—but pilots knew it simply as Manny's.

Even though he owned the place, Maciel often serviced airplanes himself, climbing a ladder to refuel high-wing airplanes and driving trucks to the fuel farm. But Maciel was a savvy, long-term investor who bought up a string of nearby rental properties. He reinvested in his own business, eventually expanding it to about 20 employees as Sonoma and the surrounding wine-growing region attracted increasing amounts of business jet traffic.

Maciel eventually sold his company to a large chain in January 2001—but he wanted to keep working at the airport where he had labored for 54 years. So he purchased a tiny restaurant there. He ran it, along with a chef and a restaurant manager, almost until his death in 2005 at 88.

It was only then that a few people realized how much Maciel had saved—and how important aviation had been to him.

Maciel, AOPA member 161360, directed that the majority of his estate, more than \$5 million, go to charities supporting aviation safety research. This year, his executors donated \$3 million to the AOPA Air Safety Foundation. The American Bonanza Society and the Flight Safety Foundation also received about \$1 million each.

“Manny lived conservatively and relatively modestly,” said a fellow Sonoma pilot who knew Maciel for 50 years. “He was friendly and out-going, And even though he was a business owner, he worked on the ramp and refueled airplanes himself for decades.

The San Francisco based Bohemian Club, an elite group that includes former Secretary of State Henry Kissinger and other business and political leaders, holds an annual retreat near Sonoma on the Russian River, and some members flew private or corporate airplanes to Manny's each summer. Maciel was well known to the owners and crews, but few would have guessed he was a fellow multimillionaire—or that his passion ran so deep. “All these powerful people knew Manny.”, a flying acquaintance said, “ I doubt they realized they had so much in common”.

AOPA President Phil Boyer (right) accepted a check in the amount of \$3 million which will go to furthering the work of the AOPA Air Safety Foundation from Manny's attorney, Michael Voorhees, at Expo 2008



Article reprinted from the January 2009 issue of AOPA Pilot.

PRESIDENT'S COMMENTS

BY BILL STOVALL



\$1,000,000

In May of 1986 I decided that I could afford to buy a Bonanza. After a very short search I found the airplane I wanted in Santa Rosa, California. I was so certain that it was worth the asking price that I made arrangements to fly to SFO and the seller agreed to pick me up.

My son was also a private pilot and wanted to go along. My father, 77 at the time, asked if there would be room for him as well. On the agreed date, the three of us were on a DC-10 nonstop from Chicago.

The airplane, a 1965 S model, was exactly as it was represented and I paid the full asking price of \$35,000. Maybe every pilot remembers the guy who fuels his first airplane the first time, but I think this man was different. He was a genuinely nice person who really seemed to identify with the pride and excitement I felt at that moment, preparing to fly away in my airplane and having my dad and son along for the big event.

Checking my logbook, it was the summer of 1991 that Phyllis and I returned to the Sonoma County Airport with friends, this time wine-touring along the beautiful Russian River. When the fueler inquired as to whether the airplane had been based there several years ago, I recognized him from our brief encounter five years prior.

I now know, looking at his picture, that man was Manuel (Manny) Maciel and as of December 30, 2008, the greatest benefactor in the history of the American Bonanza Society Air Safety Foundation.

Manny was born in 1917 in the Azores and emigrated as a teenager with his family, settling in Sonoma County, California; he became a US citizen in 1948. For nearly 50 years he was associated with the Sonoma County Airport, first as an employee working on the line and eventually as the owner of the largest fuel concession.

Manny became a pilot and an aircraft owner-yet still continued to work on the line fueling airplanes – many requiring ladders – well into his 80s. He worked hard, saved his money and invested well; a true American success story.

In 2005 Manny died, at age 88, a very wealthy man. His trust directed that the bulk of his estate be distributed to one or

more nonprofit entities and used for aviation safety research. His trustee, the Exchange Bank, and his attorney Mike Voorhees, both of Santa Rosa, began a search for organizations that would qualify for Manny's largess.

As a 24-year ABS member, Mike was aware of the work done by the ABS Air Safety Foundation and suggested we make a bid for funding. The Foundation has been in existence for 30 years and its bylaws provide for engaging in scientific research and engineering studies involving safety issues. Two examples of ASF research are the current spar-web investigation and the work done to lift the V-tail speed restriction in 2001. With those research efforts in mind, we felt we could compete for a share of the Maciel estate.

I am happy to officially announce that ABS-ASF received \$1,000,000 from the estate of Manny Maciel! An additional \$3,000,000 went to the AOPA Air Safety Foundation focusing on general aviation, and \$1,000,000 to the Flight Safety Foundation focusing on transport-category aircraft and commercial operations.

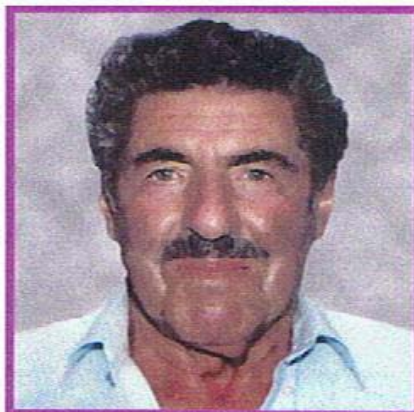
There are several parameters to the bequest: 1) All monies are to be used only for aviation safety research and not product development or educational programs; 2) \$200,000 is available immediately; and 3) the remaining \$800,000 will be placed in a "restricted" endowment fund in Manny's name, meaning only the interest and not the principal may be used.

You might say this bequest came at the perfect time – right after we began a new ABS-ASF program called *Lasting Legacies* specifically to attract estate gifts. And because of the many initiatives on the drawing board or

under consideration by ABS-ASF, there's definitely a need for continued member donations for programs not related specifically to research.

The Manny Maciel Endowment Fund will provide much-needed financial assistance for the foreseeable future as we attempt to proactively determine and resolve safety issues that will affect our fleet of aging airplanes. The man and his legacy will truly be remembered for years to come.

—Bill



Manny Maciel, the greatest benefactor in the history of the ABS-ASF. The ABS-ASF received \$1,000,000 from Mr. Maciel's estate to be used for aviation safety research.

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Spring Bus Trip

- The Annual Spring Bus Trip is set for Friday, May 1st, 2009.
- We're going to the Aerospace Museum of California to see their brand new exhibit, fresh from the Air & Space Museum in Washington, DC - - "Space – A Journey to Our Future". It has many hands-on, interactive exhibits, including some from Apollo and Mars missions. There will also be time to tour the air museum aircraft and other exhibits. A brochure describing the space exhibit is available to see in the museum admin office.
- From there we are going to visit the California State Railroad Museum, in Old Town Sacramento. We will have a special guided tour, see 21 restored locomotives and cars and an extensive model train collection.
- The cost of \$50 per person includes charter bus, box lunch and all entry fees (The bus departs our museum at 7:00am sharp. We estimate our return between 5:00-6:00pm).
- We can take 50 people and must limit signup to members at this time. As of Feb 20, we are half sold out. If openings exist after all members have had a chance to sign up, we can then take guest signups.
- There is only one way to sign up - - bring in or mail a check for \$50 per person AND a fill out box lunch order form. We have box lunch order forms in the admin office. If you bring in your check, please do it on a Tuesday or Thursday and see Dave, Duane, Mike or Phyllis. No credit cards accepted and the Gift Shop cannot take signups.
- This should be a terrific tour of two "sister" museums with many interesting exhibits.
- If you have any questions, please send Dave an e-mail at director@pacificcoastairmuseum.org

EAA B-17 to Visit Northern California

The Experimental Aircraft Association's (EAA) B-17, "Aluminum Overcast", will be visiting northern California in April and May. If you've always wanted to fly in a B-17, EAA is making paying for it easier.

For details, go to http://www.eaa.org/newsletters/090223_california_web.html

It isn't coming to Santa Rosa this year, but it will visit Napa, Stockton, Hayward, Truckee, Redding and Sacramento. Past President Jimmy Long and I bit the bullet and flew in this venerable aircraft while at the Oshkosh "Air Venture" several years ago, and we are both very glad we did - - quite an experience.

Dave



Executive Director's Update

The museum's Board of Directors had a full day strategic planning retreat on February 25th. The retreat focused on near and mid-term goals. Some of the highlights were Airport Manager [Jon Stout's](#) presentation on future plans for the airport, some of which include resurfacing the north transient ramp, new passenger terminal, extending runway 14/32 to the north, and a number of other projects. Some of these will take place soon, like the transient ramp resurfacing; others are awaiting environmental review, approval and funding. It was quite evident that the Airport Manager is a big supporter of the museum and of our Air Show. The Board took a field trip to the west side of the airport to visit the C-118 we have stored there. The Board discussed planning for our new museum site and getting ready for Phase I of a capital campaign as the economy improves. Also discussed was Vera Berg's recommendation that the museum start an annual "Giving Campaign" and the concept of engaging a Development Director to raise funds for the museum and conduct an annual Giving Campaign. Another item high on the priority list and discussed is improving our current aircraft display area. Jim Cook, John Rutigliano and I are beginning to plan those improvements and we think you'll like what we have in mind.

If you want to go on our May 1st bus tour to the new space exhibit at the Aerospace Museum of California and the California State Railroad Museum in Sacramento, please sign up as soon as possible. Half the 50 available spaces are already gone. Right now we can sign up museum members only. If we have spaces left after museum members have been given time to sign up, we'll open it to your friends and guests. To sign up, stop by the museum admin office on Tuesdays or Thursdays and see me, Duane, Phyllis or Mike. We'll need your food choices while you are there. Sorry, but we can't take sign ups in the Gift Shop and we cannot take credit cards for this trip.

We're still waiting for Vandenberg AFB to give us the green light to pick up the D-21 drone offered to us by the National Museum of the United States Air Force. We are also waiting on word on the SR-71 J-58 engine and the possibility of an RF-101, F-101B and/or an F-15 Eagle - - cost estimates to de-mil the engine and the aircraft are the next steps in determining the feasibility of acquiring some of these exhibits.

We also have a possibility of acquiring an SR-71 camera from Beale AFB. That's the huge camera that took precise, high quality pictures from over 80,000 feet at more than three times the speed of sound on film that was over a foot wide. We should know more about this over the next month or two.

Our 4th Annual Shrimp Feed Fundraiser, chaired once again by Kathy Kumpula, is all set for Saturday, June 6th, at the Finley Center in Santa Rosa. Tickets will go on sale in early April. We are going to have Cajun style shrimp, two pastas with different sauces, Caesar salad, garlic bread, wine, beer and water, and the best raffle we have ever had. Mark June 6th on your calendar now for our great Shrimp Feed.

Our August 15-16, 2009, "Wings Over Wine Country" Air Show just keeps getting better and better. Since our last newsletter we have added the U.S. Air Force West Coast A-10 Demonstration Team and the U.S. Navy F-18 Demo team. We have a world class civilian performer line-up under contract as well as the top Air Show announcer in the country (see the Air Show tab at www.pacificcoastairmuseum.org for more details). As previously announced by Air Show Director [Steve Hoxie](#), our 2009 Air Show will be in a new location at the North end of the airport, providing a much larger display and vendor area than we have had before. We will be able to put the C-17 in the main static display area, eliminating the need to bus folks to get a tour of this amazing aircraft.

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We confirmed last week that the P-38 Lightning will be back this year. Many of you are aware of how special this aircraft is to our Sonoma County Airport. We have \$1,645 in donations and pledges so far to help bring this magnificent WWII fighter back to its Santa Rosa home for the show. If you contribute \$100 or more, you'll be my guest at the Friday Night Reception. Please consider making a contribution to help bring the P-38 back to our Air Show in 2009.

Something we are really excited about for this year's Air Show is the combined Performer and P-38 Reception, with the performers and their aircraft, plus the P-38, in the huge Kaiser Air hangar at the north end of the airport. For a long time we've wanted to have the Performer Reception at the airport and this year we are going to do it. You'll be able to meet and talk to the performers by their aircraft, with the P-38 and hopefully a P-40 and P-51, parked just outside of the hangar for you to see up close. We will have wine and beer service and heavy hors d'oeuvres will be catered - - the menu looks delicious. [Kathy Kumpula and Phyllis Morton](#) co-chairing this event, which is sure to sell out. We'll let you know soon when you can buy tickets for this one of a kind event.

As I mentioned last month, thanks to the hard work and generosity of [Bill Conklin](#) and a group of sponsors he has lined up, we are having a Volunteer BBQ again on Saturday night after the Air Show (tri-tip, chicken and all the fixings). Please thank [Bill Conklin](#) when you see him for volunteering to take this on, finding sponsors and making it happen.

And many thanks to Kaiser Air – Santa Rosa Jet Center for making the hangar and their entire ramp available to us for the 2009 “Wings Over Wine Country” Air Show.

[Steve Hoxie](#) still has a lot of Air Show volunteer positions open, so send Steve an e-mail at swhoxie@gmail.com if you can help out. He has some key supervisory positions open as well as a lot of regular volunteer slots.

We now have an Automatic External Defibrillator Kit (AED) and Trauma kit, both donated by Medtronic Vascular, and both are in the Gift Shop. In case of suspected heart attack or serious trauma or burn injuries, do not hesitate to use either or both. The AED is automatic, tells you exactly what to do, and can save a person's life. For anyone that would like training on either, contact me and we'll schedule it.

Things are really looking good around the museum, and the excitement about the Shrimp Feed and this year's "Wings Over Wine Country" Air Show is really building.

Smooth landings,
Dave

Guest Speaker for March 2009**Jeane Slone**

Jeane Slone is the daughter of parents who served in the Army during WW II. She has flown in a 1918 Curtis Jenny (one of ten flying today). She has experienced a full range of aerobatics in STEARMAN PT-17. She is a member of The Healdsburg Literary Guild and the Redwood Writer's Club and The Military Writers Society of America.

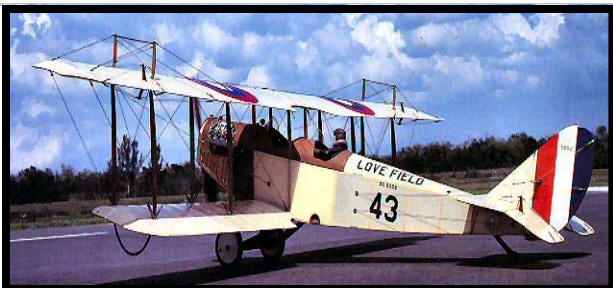
Jeane Slone is a local author who has just published "She Flew Bombers". She joins us to discuss her novel that tells the story of Women Air Force Service Pilots (WASP).

Her novel is a fun, sad and heroic historical fiction about heroine Violet Willey and her colleagues who join the experimental civil service organization, the Women Air Force Service Pilots. All the escapades from meeting the Soviet Night Witches to brushes with death and sabotage are based on fact. These daring young women fight against gender discrimination as they portray a vital role for a nation in crisis.

Jeane lives in Healdsburg and dedicated her novel to Florence Emig Wheeler also of Healdsburg and graduate of WASP training in 1944. She will bring a number of her books which she will autograph and sell at our membership meeting. Jeane has graciously agreed to donate 20% of her proceeds from the evening's sales to the Pacific Coast Air Museum.

Join us to hear about the dedicated women who flew "From the Factories to the Bases During World War II." Jeane will have autographed copies of her book, "She Flew Bombers", for sale at the meeting. She is donating 20% of the book sale proceeds to the Pacific Coast Air Museum.

Jeane's web site is <http://www.jeanelone.com/>



The Curtis "Jenny"



The Stearman PT-17



**Visit Pacific Coast Air Museum on
March 21st & 22nd and
Climb Aboard
A-4 Skyhawk
RF-8 Cockpit**

REMEMBER THESE DATES

March 3rd @ 12:00pm Executive Director's Staff Meeting at the Museum

**March 4th @ 8:30am Board of Director's Meeting at the Hampton Inn & Suites,
8937 Brooks Road South, Windsor**

March 18th @ 6:00pm—Air Show Planning Meeting at SCOE

March 18th @ 7:00 pm - Member Meeting at SCOE

March 21st @ 11:00am—New Member Orientation at the Museum Conf. Room

PACIFIC COAST AIR MUSEUM

2230 Becker Blvd.

Santa Rosa, Ca 95403