

Historic EAA Ford Tri-Motor Flies Despite the Weather

The Pacific Coast Air Museum and EAA Chapter 124 were proud to host the Experimental Aircraft Association Ford Tri-Motor as it visited Sonoma County, February 2-5, 2017.

The “Tin Goose” arrived on January 30, and began flights on the afternoon of February 2. It was a rainy weekend, but VFR conditions prevailed and many passengers got their aerial tours of the Santa Rosa area in 1930s style. Views from the Tri-Motor are superb, because every seat has a big square window, that huge thick wing is above you and won’t block your view, and the plane flies low. Vineyards, pastures, and neighborhoods drift past below as only a classic aircraft can make them drift. This plane is a time machine.

From the ground, it sounds like either three T-6 Texans, or two and one-half DC-3s. That’s what happens when you have three engines.

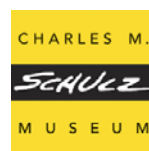
PCAM and local EAA Chapter 124 supported this event, and the good people at Sonoma Jet Center provided their facilities to use as a terminal. Along with this unique aircraft we also displayed a few early Ford cars and trucks and a more modern luxury Mercedes Benz Sedan from Beau Wine Country Tours.

PCAM volunteers escorted passengers to the airplane, provided fire guard during engine start up, and helped in other roles. Several of them got rides on the plane for free (as space permitted.) It pays well to volunteer for PCAM events!

The Pacific Coast Air Museum thanks our sponsors for making this event possible, and especially thanks those who ignored the iffy weather to come out and fly! ✨



The EAA Ford Tri-Motor and two friends sit on the ramp at Sonoma Jet Center. It spent a good deal of time floating around the skies over Santa Rosa the first few days of February, and departs February 5.



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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

It was extremely gratifying to walk into the Sonoma Jet Center hangar on January 24 and see 200 young people working with experimental projects in aviation. The place was buzzing with excitement as Windsor High School students designed and constructed science based projects. This is part of the STEM program led by Windsor High teacher Sean Vezino. There's a brief article and photos starting on page 5 of this newsletter. Thank you to several of our Board members (Clint Fereday, Julia Hochberg, Julie Conklin, and also Connie Reyerse and Sonoma Jet Center) for all the work helping to organize this great project. On January 28 there was another similar project led by Art Haysen. I can't imagine a more worthwhile event for our PCAM education program.

Some of our members have been asking to see how our organization is financially. I have asked Nancy to include, in this news letter, a financial summary.

After 3½ years of anticipation we now have a draft lease in our possession for the property known as the Butler Hangar Property. As most know this 3.68 acre site is adjacent to our existing leased property and also includes the old Dragonfly facility and hangar buildings. Your Board of Directors and other experts are looking into the feasibility of us actually moving to this location. The financing of construction and sustainability are our main concerns. The determination will be made before long.

A couple of volunteer teams are continuing to empty the rented storage spaces in order to reduce the overall rental cost.

As this issue goes to press, the EAA Ford Tri-motor has been operating out of the airport and will depart on Sunday February 5, 2017. The hope is to fly many passengers. Don't miss this rare opportunity to fly in one of these unique airplanes. Flights will be operating from Sonoma Jet Center. We still need a few volunteers to help escort and load passengers (TSA card required). It should be great fun.

Our administration office has been working short-handed lately with Executive Director Connie Reyerse being in the hospital. We wish him a speedy recovery.

We are an organization of volunteers. That is how all of the work gets done. Please take an opportunity to raise your hand and get involved when an event comes up. We are seeing a lot of the same people doing much of the work. We all should share in the work when we can.

Thank you all for your support of our Museum.

— C J Stephens
President, Pacific Coast Air Museum

Treasurer's Report

By Nancy Heath

With the next air show not scheduled until 2018 and the possible move to the Dragonfly/Butler site in the works the Board of Directors has been receiving a number of questions regarding the financial picture of the museum. To keep everyone informed as to where we are at financially the board is releasing the financial results for 2015 and 2016 as well as budgeted revenue and expenses for 2017.

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2015 had a net operating shortfall of \$13,218, excluding a restricted gift to fund the move of \$100,000. Due to a successful air show, Gala and Mustang Roundup 2016 was a good year with an operating profit of \$66,329. Moving forward in 2017 without the air show we are looking at an operating shortfall of \$61,000.

While we have enough unrestricted operating cash for 2017 it is very important that each of us works together to use PCAM's funds wisely. To that end we will be introducing new expense approval processes.

	<u>Jan - Dec 2015</u>	<u>Jan - Dec 2016</u>	<u>2017 Budget</u>
Net General & Administrative Expense	(77,167.71)	(56,740.46)	(61,810.00)
Net Gift Shop Income	19,141.22	20,279.62	13,375.00
Net Hot Dog Thursday Income	9,318.02	14,734.68	13,850.00
Net Education Expenses	811.88	(1,258.57)	0.00
Net Aircraft Acquisition & Maint Expenses	(7,715.68)	(6,238.91)	(3,500.00)
Oral History Program Expenses	(2,197.88)	0.00	(300.00)
Net Flight Wing Income	23,574.88	479.91	0.00
Net Mustang Roundup/2017 Open House Income		7,863.23	10,000.00
Net Airshow Income (Expense)	27,321.40	60,659.76	(4,400.00)
Net Gala Income		67,429.55	
Net Special Event Income	2,425.19	2,197.11	1,300.00
Marketing Expenses	(13,469.83)	(18,452.39)	(17,775.00)
Capital Purchases - not including relocation	(7,641.22)	(8,429.39)	(13,700.00)
Fundraising	105,006.61	(26,444.11)	(6,000.00)
Interest & Dividends	7,375.16	10,249.49	7,500.00
Net Income Per P & L	<u>86,782.04</u>		
Less Restricted Gift to Building Fund	(100,000.00)		
Net Operating Income (Loss)	<u>(13,217.96)</u>	<u>66,329.22</u>	<u>(61,460.00)</u>

Before you spend any money, it needs to be approved by the proper department head. The department heads are:

- General museum operations, not including aircraft – Connie Reysers
- Gift shop – Mike Lynch
- Education programs – Dave Ford
- Static aircraft acquisitions and repairs – Andy Werback
- Flight Wing – Lynn Hunt
- Marketing – Julie Conklin
- As new events are planned we will let everyone know who is responsible

Should you wish to pay any costs from your own funds please keep your receipts and we will be happy to issue you a “non-cash contribution” acknowledgement.

It is very important that we all work together to achieve our goals. Looking forward to 2018 as most of our events occur in the second half of the year we need to use our cash wisely so that we have enough resources to be able to pay necessary costs in advance of the events and pay general operating expenses.

Should you have any questions regarding the financials please feel free to contact me at nancy.airshow@yahoo.com or 707-477-4307. 🌟

Pacific Coast Air Museum Gets a New Website

We are very pleased to announce that the Pacific Coast Air Museum has launched a brand new website.

The old site served its purposes well for many years, but in the world of the web what is new quickly becomes old. It just wasn't keeping up with newer technology, the expectations of our audience, or the latest marketing capabilities.

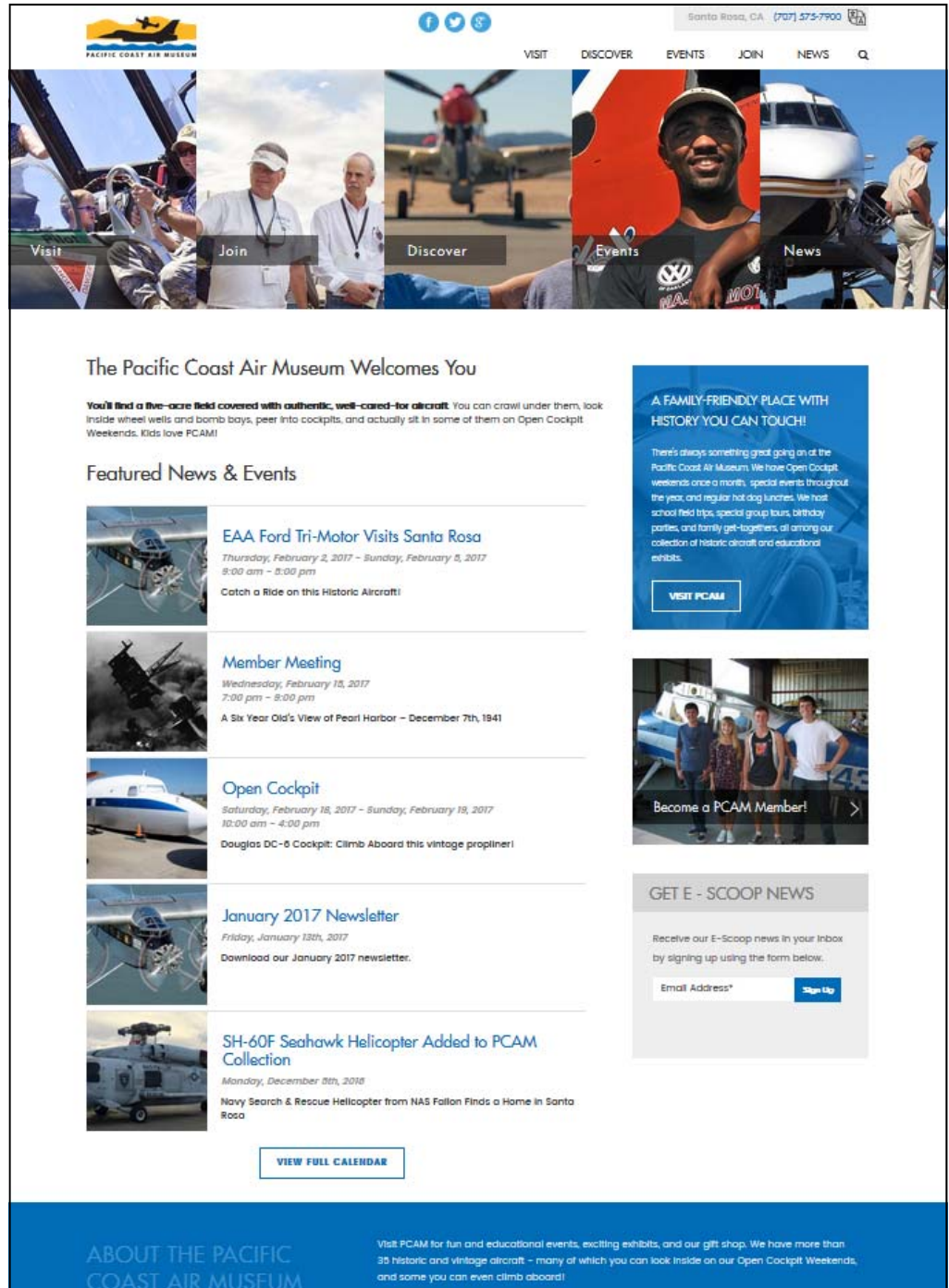
The new site features an entirely redesigned look and feel. Its pages automatically re-size to fit the screen size and shape of the computer, tablet, or mobile phone being used to view it. This "responsive" design makes it far more pleasant and easy to read, and that is important because about 50% of our viewers look at the site on mobile devices.

Also, the content has been re-written to help potential visitors find our location and our events. This, combined with the mobile-friendly approach, makes it easy and fast for families on-the-go to look us up, find out what there is to do at PCAM, and decide to go!

Aircraft images are bigger, lots of text has been shortened, events are more clearly laid out, and navigation has been re-organized in a way that today's website users understand better.

And to the benefit of PCAM staff, the new site is based on a content management system called WordPress, making it faster and easier to add events, swap out pictures, and edit the text.

Visit the new site at the same address: www.pacificcoastairmuseum.org! ★



A partial screenshot of the new home page. Visit the site yourself at

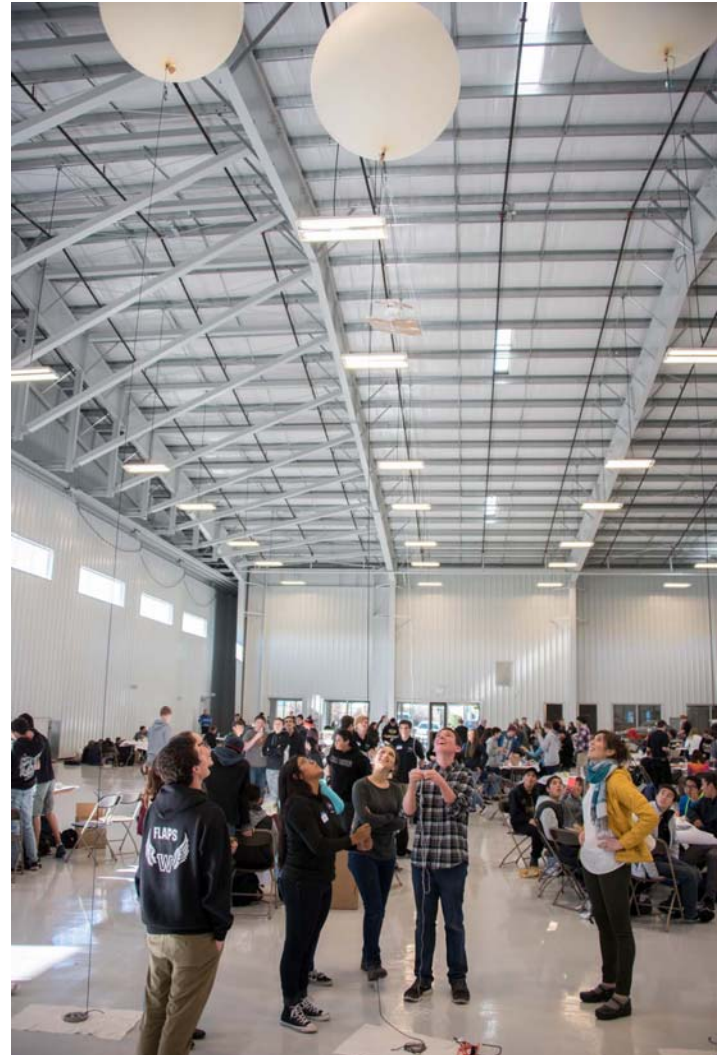
www.pacificcoastairmuseum.org.

STEM Studies Go Airborne with Windsor High, PCAM, and Sonoma Jet Center

By David Ford

On Tuesday, January 24, 2017 three big yellow school buses rolled up to the Sonoma Jet Center hangar and just over 200 Windsor High School students in the Axis STEM Academy program disembarked. STEM is an acronym for Science, Technology, Engineering, and Mathematics, and is a key focus of education in the US.

The goal of this one-day event was to divide into teams and see who could build an aeronautical device that, when released from a height of 25 feet, would travel a distance and



land without destroying its cargo... a raw egg. The educational goals were to teach teamwork, ingenuity and the use of imagination and practical skills to produce an aerodynamic craft. The teams each had a box with identical materials that they had to use. Once their “aerodynamic devices” were constructed, they were attached to a helium filled balloon and lifted almost to the ceiling of the hangar. A trip string was pulled and the device was released to either glide or crash to the floor. There were parachutes, delta wings and various other designs. However, the one that

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sailed 37 feet and landed gently without destroying its cargo, was a plane made from cardboard and wooden sticks that actually resembled an airplane... wings, horizontal stabilizer and rudder.

All of this was under the direction of Mr. Sean Vezino, engineering instructor at Windsor High School. Mr. Vezino, aware of the PCAM educational program, contacted PCAM for a location. Our Board members Clint Fereday and Julia Hochberg took the lead, and Josh Hochberg of Sonoma Jet Center made the event possible by making their new VERY LARGE hangar available. Thank you Clint, Julia and Josh! ✨

Right: A delta-wing glider (red arrow) makes its bid for glory. Alas, it landed a bit short of the winner, which had a more conventional aircraft design.



In Case You Missed It: January 18 Member Meeting Guest Speaker: Steve Gilford on Henry J. Kaiser

By Peter Loughlin

Our speaker on January 18 was historian and author Steve Gilford. He gave a very engaging and informative presentation about Henry J. Kaiser, 20th Century industrialist and founder of many lasting California businesses and institutions. You may know his name in association with Kaiser Steel, Kaiser Sand & Gravel, and of course healthcare giant Kaiser Permanente.

Kaiser was born in rural upstate New York in 1882 and was of German descent. From an early age he showed a remarkable entrepreneurial spirit and by age 24 had already grown several businesses into successful enterprises. Most notably, he turned around a mediocre photography store and made it so successful its original owner quit because he could not keep up with the pace. Despite this, the father of the woman he wanted to marry refused to provide his blessing because photography was not a suitable business for his daughter's husband. So Kaiser sold the business and moved to Spokane, Washington where he joined a hardware company as a salesman and gained great success. This earned him his future father-in-law's approval, and Kaiser married Bessie Hannah Fosburgh in 1907.

From Hardware Salesman to Dam Successful
That "hardware" company was involved in selling everything needed to build bridges and other large construction projects. It was here that Kaiser combined his talent for thinking big with a newfound talent for building big. He went on to start a contracting business

for building roads. Its success came through the use of then-revolutionary large paving machines. Legend has it that one time, he and another executive belatedly heard that bids for a lucrative project were being taken in Cottonwood, California. They barely managed to catch a train, but then found it only went through Cottonwood, and did not stop. They leaped from the train as it slowed for the station, and rolled to a stop at the feet of a surprised stationmaster. They got their bid in on time, and got the project.



This is one of speaker Steve Gilford's favorite photos of Henry J. Kaiser. He's in the back, surrounded by some of his biggest fans: the laborers at one of his many factories, shipyards, and industrial plants. He took care of his workers, and they took care of his businesses.

The contracting business expanded, and eventually the road-building company and a few other companies combined as "Six Companies, Inc."

to build the Hoover Dam during the Great Depression. It was said this project was impossible, but innovation and determination paid off. So did leaning too hard on the workers.

To cut costs and speed the job, foremen and managers pushed the crews to work ever harder. They cut back or eliminated safety procedures and equipment. Injuries and sickness rose, and probably on-the-job deaths as well. Later, similar conditions prevailed as they built the Grand Coulee Dam.

Kaiser had a friend who was a preacher, who instilled in the industrialist a belief in social justice. Kaiser's rise as a capitalist champion of fair working conditions had begun. A certain young Doctor Sidney Garfield had already pioneered the idea of pre-paid health plans. Kaiser ran with the idea and used that revolutionary model to provide healthcare for his workers and their families.

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World War II and the Needs of Workers

During World War II, Kaiser and his industrial empire applied themselves to winning the war. Various Kaiser industries produced huge amounts of war materiel. The most visible contribution were the nearly 1500 Liberty ships, Victory Ships, tankers, troopships, frigates and escort aircraft carriers churned out at yards in Richmond, California and in Washington and Oregon. They revolutionized shipbuilding by constructing them in modular fashion. They also utilized enormous cranes that could slowly turn huge components to enable welders to remain stationary as the parts of the ship rotated in front of them. A ship that would ordinarily have been built in nine months soon took only one month, then ten days, and one was even built in a record four days. The Rosie the Riveter/WWII Home Front National Historical Park in Richmond is in major part a memorial to the brave and strong women and men who built those



Kaiser revolutionized shipbuilding by first welding together huge sections of ships assembly-line style, then lowering these modules into place with enormous cranes. Kaiser's shipyards in Portland, Oregon (above) and Richmond, California could crank out a Liberty Ship in a few days, a rate unheard of before World War II.

ships, and to the man whose vision made it possible.

In this rush to equip the arsenal of democracy, Kaiser kept the individual workers in mind. Someone had to watch out for them, all of whom were "4-F" or unfit to fight. Some were old. Some were too young. Some were already ill or injured. And industrial accidents were all too common. All needed health-care. Kaiser expanded on his earlier health programs and started the Kaiser Permanente Foundation during the war. It is now the largest health care plan of its type in the world.

By now, Kaiser was quite the public figure. His workers loved him. He was well-known for his success and his humanity. He came to the attention of President Franklin Delano Roosevelt, who wanted Kaiser to be his running mate in the 1944 election. Alas, the Washington power brokers had other ideas, because they knew they could not control this maverick industrialist who only ever did things his own way. Instead, they got Harry S. Truman, who turned out to be his own kind of maverick.



After World War II, Kaiser got into the aluminum business. Among his endeavors was Kaiser Aluminum which produced raw metal. He also took on a contract to build the C-119 "Flying Boxcar" cargo plane.

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Post-War Plans

With the war won, Kaiser went on to other ventures including aluminum, building the C-119 cargo plane, Hiller Helicopters, heads-up displays for combat jets, the mission control center for the Apollo moon landings, television shows, housing tracts, sand and gravel, cement, the high-quality but short-lived Kaiser automobile, advertising, and the list goes on. When Kaiser “retired”, he began a new career by creating an all-in-one vacation destination in Hawaii. He also dabbled in championship race cars and speed boats.

When he died in 1967, Henry J. Kaiser left over 100 companies. In life, he always described himself as “A Builder” and not an industrialist or businessman. Clearly, to him “building” meant more than pouring foundations and launching ships. It was creating a new and better reality for everyone his projects touched.

About Steve Gilford

Steve Gilford, author, historian and filmmaker, is also Senior History Consultant to Kaiser Permanente. He’s lectured on Henry Kaiser, the shipyards, and the Kaiser Health Plan



at colleges, museums and community groups. He was the history consultant for the Oakland Museum of California’s retrospective on the life of Kaiser, “Think Big: Henry J. Kaiser”. Steve has been interviewed on a variety of US and European television and radio programs. He is also on the Board of the Richmond Museum of History which is restoring the Kaiser-built Victory Ship, SS Red Oak Victory. If he looks vaguely familiar, he keeps showing up in the KQED fund-raising reruns of the popular Robert Redford documentary, “Saving the Bay”. His most recent book is “Build ‘Em by The Mile, Cut ‘Em Off by the Yard: How Henry Kaiser and the Rosies Helped Win WW II”. ★

February 15 Guest Speaker:

Whit Hall, Colonel, US Army (Retired) A Six Year Old’s View of Pearl Harbor – December 7th, 1941

Imagine being the six year old son of one of the early Army Air Corp Flight Surgeons living in base quarters at Hickam Air Field in the Territory of Hawaii in December 1941.



Your family quarters back onto the main ship channel leading into Pearl Harbor and the U.S. Navy’s Pacific Fleet anchored off Ford Island. You are outside playing on your bicycle when you see swarms of planes flying low overhead toward the ships moored nearby as well as aircraft and hangars at Hickam Field.

Whit Hall was that six year old, and he’ll tell about the bravery of affected families, the preparedness and lack of it, and the lessons learned for life on that Sunday morning and the days and nights that followed.

About Colonel Hall

Whitney Hall was born in Kansas City, Missouri and traveled the country following his father’s many assignments. He graduated from High School in Amarillo, Texas and attended Texas A&M one year before entering the U.S. Military Academy at West Point. Whit’s career as an Armor officer included teaching assignments at West Point and the National War College in Washington DC where he would earn a Masters Degree in Political Science at Georgetown University. He retired in 1982 while serving as the Installation Commander of the San Francisco Presidio. He and his wife Sigrid have resided in Petaluma for the past 20 years. Whit is an active member of the Petaluma Rotary Club.

Time and Location:

Wednesday, February 15, 2017, 7:00 p.m.
Columbia Distributing.
3200 N. Laughlin Road. Santa Rosa, CA
Cost: Free for Members and Guests. ★

Petaluma's McKinley Mustangs Add Aviation Section to School Library

By Charley Taylor

This past September, McKinley School in Petaluma began the fourth year of Aviation Club. Principal Mathew Harris and School Librarian/Mentor Me Coordinator Kathy O'Sullivan have enthusiastically supported the Pacific Coast Air Museum initiative to add an Aviation Section to the McKinley Library. Kathy carved out a new portion of the library and created the display of aviation reference books, biographies, photographs, aircraft equipment, magazines, and mementos provided from my personal collection and by fellow PCAM members. Any student with an interest or curiosity in aviation can now visit that section of the library and learn more about aviation and its link to Science, Technology, Engineering and Math (STEM).



Students and sponsors of the McKinley Aviation Club show off some of the resources in the new Aviation Section in the school library.

The Aviation Club involves the collaborative work of classroom instructors Ed Fullerton, Michael Nistler, Clark Rosen of the Petaluma Rotary Club, and yours truly representing PCAM, along with teachers and club sponsors Kristin Parnow (2016-2017) and Mark Mortenson (2013-2016). The end of each school year culminates in a field trip and tour of PCAM as well as flights aboard some of our museum members' private aircraft. Each year, the Petaluma Rotary Club has graciously contributed funds to offset the cost of fuel. Our rewards include seeing the smiles, joy, and enthusiasm of the students and their families as they take what for many is their flight in an airplane.

There have also been poignant moments that reinforce just how much we have touched the lives of our aviation students. After her flight following the first year of the Club, I recall telling Cassandra Wright, in her dad's presence, that she could fly a plane before she could drive an auto. Her eyes sparkled at the news. After her two younger sisters Madeline and Lorelei took their flights this past May, their dad Dr. John Wright, MD. reminded me that Cassie often tells people about being able to learn to fly before getting a driver's license. In preparing this story, Michelle Wright, the Wright sisters' mother and a Mentor Me Coordinator in the Petaluma Schools, sent me the following email:

Cassandra's experience in the aviation club has continued to stick with her. She still plans to get her pilot's license one day, and then be a bioaeroengineer – designing products for Mars exploration. She also plans to go to Mars herself... [The] aviation club was the beginning of an interest she may have never otherwise had. Thank you.

During our student flights this past May, Idan Kashani, the Aviation Club's only four-year member and this year's Club President, shot, edited and produced his own video of his latest flight. View it online here:

<https://www.youtube.com/watch?v=s-XmwBj7v9A&sns=em> (Dana Hunt, of Hunt Productions, look out!)

I'd like to thank all the teachers, administrators, and other staff who helped make this program possible. Most of all, I thank the kids who participated, because you're the ones who make it all worthwhile! ✨

Getting to Know You

About C J Stephens, Board President

By Barbara Beedon

Board President C J Stephens will be leading PCAM through a year of growth and change. His background prepared him for this Leadership role, with Military Leadership, training expertise and experience, and a lifetime of flying ability. He is backed by a Board consisting of business and community leaders who are engaged and eager to tackle issues as they come up. They have only the best at heart for the future of PCAM.

C J Stephens' interest in flying started when he was 7 years old, and would build tin airplanes out of flattened cans. At age 15, he and Lloyd Hamilton bought a Piper J-2 Cub for \$600. While most teenagers were learning to drive, C J and Lloyd were learning how to fly.

In 1960, he joined the Air Force, and would fly RB-57 flights through nuclear explosions for air sampling and collection of data. He later flew combat missions for photographic reconnaissance of "sensitive" countries.

After coming home, C J started Pilot Training, and when his class standing gave him first choice from 35 different types of planes, he chose the F-4 Phantom, knowing that would mean Vietnam. A tough choice, but being in the front Seat of an F-4 made up for a lot. He flew 232 combat missions in the Vietnam War, primarily in air-to-ground missions. His experiences in the South Eastern Asian Theatre were difficult, but as he said, "in 10,000 missions, we lost four planes, but brought back all the men." He is still in touch with some of them.



C J at the February 2016 Member Meeting, when he gave a presentation about a typical F-4 Phantom Mission in Vietnam.

In 1976, he was Director of Operations at a base in the Netherlands, and in 1978 was advisor to the Commander USAF Reserve Squadron, and he retired in 1980, having earned a "Non de Plume" Air Medal for the RB-57F flights plus Distinguished Flying Cross, and 13 Air Medals for Vietnam missions.

C J got involved in the Reno Air Races, with Lloyd Hamilton's Hawker Sea Fury "Baby Gorilla" in the races in 1985. For the next 14 years, C J flew Mustangs and Sea Furies at the races, finishing with 4 years in the Sea Fury "Argonaut". He also led the "Rookie School" and is an instructor at Reno Pylon Racing School.

C J and Lynn Hunt, along with 5 other "regulars" in Sonoma

County started talking about the idea of starting a museum. They were thinking "flying museum", and held the first meeting at C J's house. All the original "cheerleaders" – C J, Lynn Hunt, Larry Rengstorf, Lloyd Hamilton, Steve Penning – were there. The first airplane – the A-26 Invader – arrived in pieces. The second airplane, the F-8 Crusader, was in a playground on 19th Avenue in San Francisco. The Navy was going to scrap it because of the lead paint. So, a group of crazy volunteers dragged it up from SF, began undoing the effects of years of abuse and exposure, put on a new coat of paint – and, thanks to Hawley's Paint – it soon it looked like "Exhibit Number 2."

After a few years, the museum had about 100 members, and held its first "Air Show". It was all static displays, mostly local, and it rained! Everyone had a good time anyway, but the museum lost money. Next year, they did it again, to pay for the first year. After several years of static shows, they started flying shows, first

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with their own planes, and later with an assist from the Navy who's been a great source of exhibits and performers for PCAM ever since.

Along the way, C J built and flew a Rutan VariEze composite plane, and a Glasair III, and was Corporate Pilot for Hugh Coddling for 26 years. For 14 years, he has been a member and test pilot for the CAFÉ Foundation, and a member of the Experimental Aircraft Association since 1980, becoming a flight Advisor in 1988. He recently won the EAA Award for Outstanding Achievement in Flight Research.

Now, the Museum is poised to take a leap of faith – a potential move to the Dragonfly/Butler Hangar site. One option is to stay where we are, but there is always the possibility the Airport (or County PRMD) might need the site for another use. As C J says, “We need to look to the future of the Museum, and what will best serve our needs going forward.” The Dragonfly site will cost more, but is about the same size, is paved, and includes a few buildings.

As C J shared at the recent Member Meeting, the Board is committed to continued growth and improvement. There are substantial funds in the reserve account, and \$140,000 has been designated for the new site. David Ford and Julie Conklin are researching grant opportunities.

C J would like everyone to help clean up, haul off, and dispose of unneeded assets. Clean, prime and paint as needed. And, make room for a helicopter and another aircraft we may receive soon. We also need to overcome the impression of “old planes = old people.” We see 12,000 to 15,000-kids here every year. We can create a Kid Zone and re-start our Education Programs. We can hold a Membership Drive, which is an opportunity to tell more people about the who, what and why of the Museum.

C J is accessible, and easy to talk to... and would love to hear your thoughts and feedback. Welcome, Mr. President! ✨

February in Aviation History

The F-16 Fighting Falcon is one of the most successful and versatile combat jets in history. It's small, highly maneuverable, extremely capable, and still a force to contend with forty three years after its first official test flight on February 2, 1974. It serves on the front lines all around the world. Designed by General Dynamics for the US Air Force, the plane has been exported to numerous US allies. Even the US Navy got in on the act, using several F-16 N “Vipers” in differential combat training in their Top Gun and other training programs. The F-16 has performance similar to aircraft our pilots are likely to meet in combat. The Pacific Coast Air Museum has one of these Navy Vipers in its collection. This aircraft is on loan from the National Naval Aviation Museum at Pensacola, Florida. ✨



Flight Wing Progress and Plans for 2017

By Lynn Hunt

Greetings from the Flight Wing!

2017 is upon us and it is appropriate that we formulate our plans for the new year. There are lots of exciting things happening that you will want to know about.

Despite the cold and drizzle, work continues through the winter on a variety of projects. Our new set of high school juniors and seniors continue their Thursday night efforts. We have re-skinned the Cessna 170 flaps and ailerons and are currently making new skins for the horizontal stabilizer. Once it is complete we will begin the reassembly of the aircraft.

Working evenings during the winter requires good lighting, an issue that Jim Joyce and son Mike have resolved with the installation of new lighting. Thanks Mike and Jim.

We are in the final stages of installing the new engine in the Musketeer. We needed to send the engine mount out for some work but when it returns we can begin the installation. The Musketeer will be flying this summer.

April will bring us our annual pilot training/refresher course. This will again be held on a Saturday in the FW hangar and will include a comprehensive review of applicable FAR's, updates on the latest changes, a review of Flight Wing operations and policies and an open forum to discuss important issues. As in the past the event will include a delicious lunch and refreshments will be available. Watch the newsletter for dates and times. There will be a small fee to cover the food and the event is open to everyone.

Foremost on the list for this year is to conduct a record number of aircraft rides for museum volunteers. The last two years have been a gradual build-up to this goal by establishing reliability in our aircraft, training our pilots and getting our house in order. This year the Flight Wing will be offering rides to museum members and volunteers on a scheduled basis. The Flight Wing will utilize its fleet of aircraft plus occasional rides in member-owned aircraft as opportunities present themselves. This is an effort to reward our many volunteers for their hard work and dedication. A schedule of events will be forthcoming and will be available on our website. Flight Wing members will be needed to assist in AOA duties and loading and unloading the aircraft.

We will resume the monthly Flight Wing meetings in May when things warm up and the days are longer. We will continue to serve a delicious meal just prior to the meeting. We promise to keep the business portion short and the entertainment portion long. Again, watch the newsletter and website for more information.

We currently have more aircraft than we have room to put them. If we can't find Flight Wing members interested in taking on a project then we will probably offer some of them for sale. Let me know if you have any interest in purchasing one of them.

Thanks for supporting the Flight Wing. I believe the Flight Wing is unique in its ability to educate and inspire, preserve and honor. I also believe we complement the museum nicely and offer its members an opportunity to become involved in a way most other museums can't. Let's all pull together to make this year the best. 🌟



Gift Shop February News

Smithsonian Model Aircraft

“Museum Replica Series” normally \$32.99 are now \$26.99. ★



Air Show Flashback

The Sonoma County Sheriff's Department has been a regular performer at the Air Show for many years. In 2016 they demonstrated SWAT techniques, performing a mock rescue of hostages from a school bus. The team came in on a long-line on a Sheriff's Department helicopter. Pyrotechnics simulated some of the ordnance they would use to distract and subdue the perpetrators, and a K-9 team member took down one of them. And of course, they rescued the hostages!



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, 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>

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



STRAIGHT SCOOP

February 2017

*Open Cockpit
February 18-19, 2017*

DC-6 Cockpit

*Climb Aboard the Nose Section of this
Classic Airliner!*

REMEMBER THESE DATES

February 2-5, 2017	9:00 a.m. - 5:00 p.m.	Ford Tri-Motor Visits STS thanks to EAA - see page 1.
February 15, 2017	7:00 p.m. - 9:00 p.m.	PCAM Member Meeting at Columbia Distributing
February 18-19, 2017	10:00 a.m. - 4:00 p.m.	Open Cockpit weekend
March 15, 2017	7:00 p.m. - 9:00 p.m.	PCAM Member Meeting at Columbia Distributing
April 6, 2017	11:30 a.m. - 1:30 p.m.	Hot Dog Thursday: First of the Season!
April 19, 2017	7:00 p.m. - 9:00 p.m.	PCAM Member Meeting at Columbia Distributing
May 4, 2017	11:30 a.m. - 1:30 p.m.	Hot Dog Thursday

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