



The First Air Show

By Lynn Hunt

Actually it wasn't an air show at all. It was an "Open House". The airport management at the time had been quite specific. We had been told in no uncertain terms that "this airport will never have an air show". I can remember snickering at the time and thinking that we will see about that. But for our first event an "Open House" was probably more appropriate considering that we had no idea of what we were doing.



The queen of the fleet at the first PCAM open house was a PBY Catalina, barely visible at the far left in the background.

At the time (early 1990) the museum didn't have much. We had no facilities, no aircraft and an untried fledgling organization. We had no experience in event planning, no model to follow and no budget. What we did have was lots of volunteers with lots of enthusiasm. We needed airplanes. The museum didn't have any yet but we did have members with lots of airplanes and they had friends with even more airplanes. So we set a date of Saturday, May 26 and we put the word out to our



Vintage cars augmented the vintage aircraft. That's Lloyd Hamilton's bright red Sea Fury air racer "Furias" in the background at left.

members and friends. We didn't have any money to spend on advertising so someone offered to call the Press Democrat and the local radio stations. We figured the best we could hope for was an article in the Saturday morning paper with hopefully a picture and some announcements via radio.

We discussed whether or not we should charge admission or ask for a donation. Of course then there was the question of how much to ask for. I truthfully don't recall how much we collected and I cannot find anyone who can but I recall that it was around \$3 or \$5.

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The PCAM Mission

"To promote the acquisition, restoration, safe operation, preservation and display of historic aircraft, preserve aviation history and provide an educational venue for the community"

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We decided that the best location was the Knob Hill hangar/parking areas so we contacted the hangar tenants and owners of parked aircraft and told them of our plans. No one seemed to object. I can't remember who invited vendors to come but there was someone there selling Blue Blocker sun glasses. There were no written contracts, just verbal agreements. There was no fuel budget. Everyone who brought an airplane bought their own fuel.

The queen of the fleet was Gus Vincent's PBY Catalina joined by a Grumman Albatross. Fighters were well represented with the Vance P-51 and Lloyd Hamilton's two Hawker Sea Furys. Overall about 25 airplanes were on display. We also took advantage of the opportunity to drag old engines and basically anything that someone might find interesting out of the hangars for the public to view.



The Vance P-51 (left) is still a regular at the Wings Over Wine Country Air Show.

There is no record of how many people attended but I would estimate a few hundred. The Press Democrat came through for us with a Saturday morning picture and we received acknowledgement from local radio stations. Those who did come seemed to be impressed and had a good time. There were few if any complaints and we did learn a



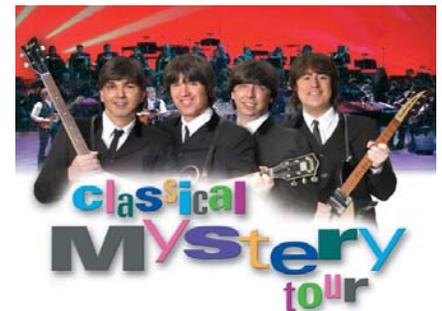
PCAM members, friends, and colleagues flew their warbirds, biplanes, and many other aircraft in to this first and very successful PCAM open house.

lot about such events. At the end of Saturday we had a large paper bag full of cash which was quickly deposited in our checking account.

It's fun to contrast these memories to the well oiled juggernaut that our Air Show has become. These were the humble beginnings from which we started and it has now evolved into a first class event that other air shows attempt to emulate. Everyone involved with this event should be extremely proud of what we have accomplished and where our efforts have taken us. I know I certainly am. ★

Bid on Beatles Tribute Tickets at March Meeting

At the March Monthly meeting, come prepared to bid on a fantastic auction item donated by Allan Morgan. We will have two front row center seats available to the SOLD OUT *Classical Mystery Tour: A Tribute to the Beatles* concert at Wells Fargo Center at 3:00 p.m. Sunday, April 27. This is a collaboration between the Santa Rosa Symphony and Wells Fargo Center featuring this nationally-acclaimed tribute band. Classical Mystery Tour has performed with more than 100 orchestras across the United States and around the world since its initial show in Orange County in 1996. The Los Angeles Times called the show "More than just an incredible simulation... the swelling strings and soaring French horn lines gave the live performance a high goose-bump quotient... the crowd stood and bellowed for more." Proceeds from the bidding will benefit the Museum, so bid high and bid often! ★



Santa Rosa Veterans Community Honors Hattie Stone, 1918-2013

by Christina Olds

The Pacific Coast Air Museum and Santa Rosa community paid a fond and emotional farewell on February 27 to Hattie Stone, "Sweetheart of the Museum". The memorial service was held at the Veterans building in Santa Rosa and was produced by AMVETS Post 40, with Chaplain Tim Maloney presiding, in honor of Hattie and her family. The memorial was heavily attended and a fitting tribute was paid to Hattie by several members of the congregation and the organiza-

tions for which she volunteered. There was scarcely a dry eye in the house as two bag pipers marched up the center aisle playing Amazing Grace. It gave all of us a time to reflect and pay tribute to the memory of a truly remarkable woman. Hattie's long life was marked by her belief in the importance of giving back, and that she did, in spades. Her generosity and indefatigably positive spirit will be remembered for all the years ahead. Thank you, Hattie, for all you meant to your loved ones and the community at large. We, at the Pacific Coast Air Museum, will always hold a special place for you in our hearts - and an empty chair for you at all our events. Fly well, dear lady, fly on...on the wings of love. ✪



Top row, left to right: Chaplain Tim Maloney, AMVETS Post 40, presided and the New Horizons Band was directed by Lew Sbrana, Commander, USNR, Retired. The Patriot Guard Riders provided the flag line. Hattie was an active member of the New Horizons Band, and her absence was symbolized by her portrait and her French horn on an empty chair.

Bottom row, left to right: Military Honors performed by AMVETS Post 40 and the U.S. Navy. Pipe Majors Lindsay Hall and Jim McElroy performed Amazing Grace with the New Horizons Band. Later at the reception, Hattie's Navy WAVES uniform was on display, along with a portrait of her wearing it during her wartime service.



President's Message

During this 25th year of operation we are taking the opportunity to pause and look back at the distance we have traveled and to reminisce over fond memories of past accomplishments. From my current perspective I wanted to look back at the brave individuals who have occupied the position of President. I have long been convinced that there are a multitude of volunteers who work harder for the museum, who put in longer hours and support the museum in more significant ways. However, the individual who sits in the president's seat bears a unique responsibility. Much like the captain of a cruise ship, they are responsible for charting a course, navigating the ship to its intended destination and insuring that at least a large percentage of the voyagers have a good experience. I would also tell you that their journey is met with frustration, uncertainty, loss of sleep and regret along the way. But then I would also tell you that they share a special kind of joy and redemption from seeing a job done well and watching the steady progress made by the museum as it develops. I have always been impressed how someone emerges from the ranks of our volunteers and steps up to lead the organization. Considering where the museum currently stands and the successful road it has taken to get here, one can only conclude that it has prospered from good leadership along the way.

No past president can or would take all of the credit; we are only one of a leadership team that has been responsible for guiding our museum.

Please join me in recognizing our past presidents and the efforts they have made. The next time you see them please thank them for their service.

Pacific Coast Air Museum Past Presidents

Lynn Hunt – 1990 – 1996

Don Doherty & Russ Etchell – 1997

Don Doherty – 1998 – 1999

Roger Olson – 2000 – 2001

Barney Hagen – 2002

Don Doherty – 2003

Jim Cook – 2004

Jim Long – 2005 – 2006

Guy Smith – 2007

Mike Vorhees – 2008 – 2010

Jim Cook – 2011

Allan Morgan – 2012

Lynn Hunt - 2013 - Present

— Lynn Hunt

March in Aviation History...

The venerable Choctaw helicopter is sixty years old this month, having made its first flight on March 8, 1954. Designed for the U.S. military, it was big, reliable, and had a large lifting capacity. It was used in countless roles, including medevac, cargo, passenger service, and gunship. The Army, Navy, Air Force, Marines, Coast Guard, and civilian airlines used it. The H-34 was the last of the large piston-engined helicopters. Ours was used by Air America, an airline secretly owned by the CIA for supporting the agency's anti-communist operations in Laos during the Vietnam War. Our H-34 is the featured "Climb Aboard" aircraft during the weekend of March 15-16, so come down and sit in this piece of history! 🌟



Looking Back and Flying Forward

by Christina Olds

Throughout my busy days in the museum office it's great fun to visit with the many volunteers and visitors who find themselves in the staff building. Open hours on Tuesdays, Thursdays, Saturdays and Sundays are always bustling with activity. Often when I find myself with my head down at the computer or on the phone or engrossed in paperwork I will look up to see familiar faces and new ones coming through the office door. It's heartwarming to spend time in conversation and it constantly reminds me that what we are (all) about is connection with people. Despite PCAM's function as a "placeholder" for classic aircraft - both military and civilian - I dare to say that what we are really all about is connection with each other and our community. The airplanes are just an excuse to get together. Our loved ones, our friends, our neighbors, community, nation and planet are the engines that drive us to form any sort of museum, school, corporation, non-profit, resort vacation spot - however you name it, life is all about people.

At the end of many busy days, when the gift shop has closed, the garbage cans hauled out to the street for pick-up and the parking lot emptied, I will wander by myself out into the field to walk among the silent aircraft. In early evening or at dusk, birds are flying and PCAM's stray feral black cat comes out of hiding to stalk field mice. The setting sun slants off of the T-Bird, the F-86 and the F-105. The fuselages speak their age, metal rippling in places, rivets prominent, leading edges showing wear, and I put my hand on many to imagine what they were like when roaring to life decades ago.

The F-4 speaks volumes to me, as you can imagine, since it served for three months under my father's command at Ubon during the Vietnam conflict. Did my dad fly our FG 823? I don't know, but I like to imagine he did. And I love to imagine the crews who worked on all of these planes over the years - both ground crews and pilots, and all the people who supported those people. Somehow I hear their voices, their laughter and their camaraderie as they worked in and around them. The stories these silent metal beings hold could never be told in mere months or even years - nor could we possibly do those stories justice. All we can do is provide a piece of ground for them to sit silently upon, a devoted crew to keep their rust at bay and an open door to welcome visitors to experience their own memories or create new ones to inspire their futures.

The past is what PCAM has preserved and honored for the 25 years the museum has been in existence. The present is the doorway we maintain as a historical touchstone for Sonoma County and the greater community of world visitors who discover us on their travels. What PCAM can become in the future, and for the community at large, is taking shape right now as we honor the history of flight and where it has taken all of us up to this point. It seems to me that the quiet aircraft and the silent voices of the crews who flew and maintained them are whispering their desire for us to honor them by flying forward as we are looking back. In a span of less than 80 years, the Wright Brothers and other aviation pioneers took to the skies in cloth covered wings; propellers evolved into jet engines, wooden struts became the smooth composite shells of

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the F-35 and enormous engines fired rockets into space, landing men on the moon, launching an International Space Station, and positioning the Hubble Telescope now peering into the outer reaches of the universe. This is where flight has led us. Voyagers 1 and 2, launched in 1977, are now over 12 billion miles away and leaving the outer edges of our solar system, bearing gold-plated copper disks containing sounds and images selected to portray the diversity of the life and culture on earth. We are sailing beyond the mechanics of flight and aerodynamics into the unknown; flying into a future grounded by the glorious inventions and efforts of our past. This flight is inevitable - for all of us.

In late January, I had the extraordinary privilege to privately tour NASA's Jet Propulsion Laboratory in Pasadena. The tour was conducted by the young man who directed the landing of the Curiosity Rover on Mars in August of August 2012. His name is Bobak Ferdowsi and he became internationally known during the Mars landing as "Mohawk Guy" through the magic of the



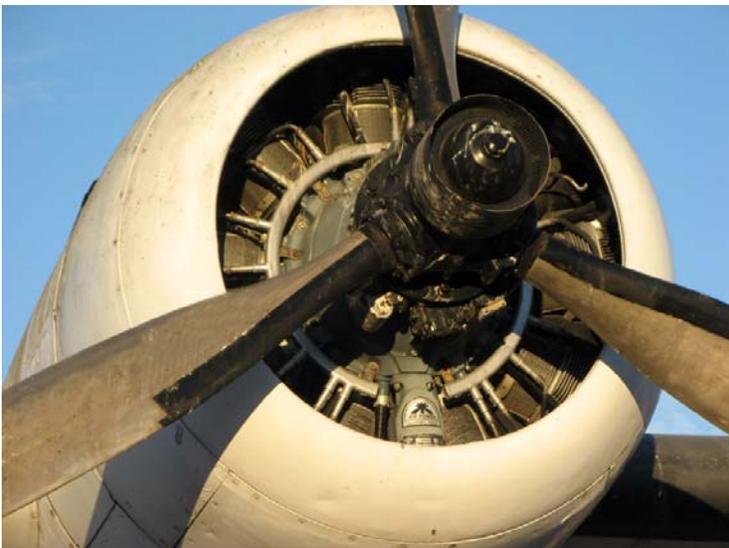
Our Museum is all about connecting with people, whether they are young dreamers or elderly veterans.

NASA's live webcast. He is one of the many international scientists, engineers, astronauts and pilots who are making science "cool" again. As I walked in awe (and often tears) through the facilities at JPL, where fifty years of Space exploration craft have been built and are still monitored, I asked Bobak what he hoped to find through the many missions currently underway to moons of Saturn and Jupiter, and Voyager's messages all communicating home to JPL

through our Deep Space Network sites. He grew quiet for a moment before replying, "We hope to find life...maybe other people out there. They probably won't be anything like us but they will be alive and we will be connected to them."

Whether it's the shells of aircraft sitting like sentinels on PCAM's grounds or the Space Shuttle Endeavor now captured in the California Science Center in Los Angeles, or intricate mechanical pieces on the Hubble telescope, aviation history comes down to the minds and hearts of the beings who made it all happen. We are not about things or machines or radio waves... we are about people.

Fasten your seat belts and fly with us into the future. Join us on May 17 as we host NASA's most experienced astronaut, Dr. Story Musgrave, for an evening sure to excite and inspire your imagination. Watch for ticket information in E-Scoop emails and on our website beginning March 15. ✨



Renew Your PCAM Membership

Membership renewals have been pouring in and we'd like to remind everybody to renew for 2014. Remember, members receive special discounts on event tickets and FREE entrance to the Air Show September 20 and 21. ✨

A PCAM Evening with Astronaut Story Musgrave, Saturday May 17



NASA's most experienced astronaut, Story Musgrave, will be presenting an inspiring multimedia lecture about his amazing experiences in space and his vision for creating a successful life. Pacific Coast Air Museum is honored to make this remarkable evening open to the public and to students of all ages. Story's visionary speeches have captivated audiences all over the world and his expertise and passion for science, technology, inno-

vation, creativity and leadership is sure to inspire the student within us all.

Story joined the U.S. Marines as an aircraft electrician and engine mechanic, became a pilot and accumulated over 18,000 hours in over 160 aircraft. As a parachutist he has 800 freefalls. Story now has seven graduate degrees in math, computers, chemistry, medicine, physiology, literature and psychology, and 20 honorary doctorates. As a NASA astronaut for over 30 years, he flew six space flights, performed the first shuttle spacewalk on Challenger's first flight, piloted an astronomy mission, conducted two classified DOD missions, was the lead spacewalker on the Hubble Telescope repair mission and on his last flight operated an electronic chip manufacturing satellite on Columbia. Story was a part-time trauma surgeon during his 30-year astronaut career. See <http://www.storymusgrave.com>.

The PCAM fundraiser event will be held 5:30 to 8:30 in the stunning Jackson Theater on the Sonoma Country Day School campus near the museum. Tickets will be \$30 for PCAM members, \$35 for non-members and \$10 for students with a valid school ID.

Stay tuned for ticket purchase information. ★

Whirrrr. CLICK. Bzzzzt. Slam!

PCAM Gets Audio Role in New Lucas Movie

PCAM got a special visit on Tuesday, February 25 by two sound engineers from Skywalker Sound, a division of Lucasfilm at Skywalker Ranch in Marin. David Acord, Sound Designer for Skywalker, had called in advance to see if we could accommodate their need to record live sounds of mechanical aircraft noises for an upcoming futuristic Lucas movie. They wanted retro sounds because it helps make the computer generated images (CGI) more believable on the screen.

Bob Matreci and Lynn Hunt were on hand to give them a tour. The Lucasfilm engineers were able to capture a multitude of sounds from the T-28 and the T-2 trainer being restored in Lynn's hangar, including actuators, canopy opening and gyro spin-up. The Huey provided glorious analog mechanical sounds of switches turning on and off and the metallic noise of metal doors opening and closing.

The next time you see a Lucas-produced futuristic film in the theaters, you just might be listening to familiar noises from your own PCAM playground! ★

Air Show Flashback

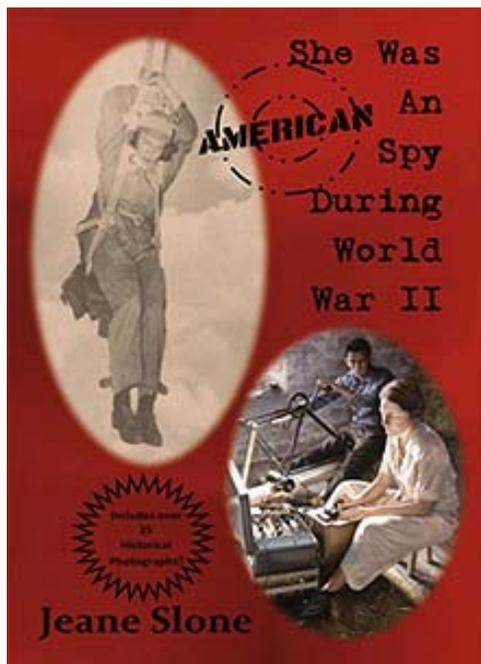
Folks in the bleachers got the first glimpse of this low-flying monster as it roared out of the north and skimmed over the runway, barely a wingspan from the ground. This DC-4 thrills the crowd every time, with its remarkably low passes and the sound of its four big radials practically shaking the ground.



In Case You Missed It: February 19 Guest Speaker — Author Jeane Slone

Women Spies in World War II

Local Author Jeane Slone was our guest speaker at the PCAM Member Meeting on Wednesday, February 19. She provided some telling insight into espionage during World War II, as told from the perspective of an American woman spy.



fictional main character (Kathleen Dwyer) performing factual activities. Jeane based Kathleen on several real-life female spies, and all of her spying activities were done in real life by these largely unrecognized heroes.

During the war, women watched men risk their lives and wanted to do their own part to end the war. Women of all countries became spies but America recruited relatively few women spies. The few there were received little or no recognition, very little pay and no benefits but they all shared a fierce conviction in the need to end a long and arduous war. They were seen as expendable, as indeed all spies were. In a move that predated the equal rights amendment, women spies were taught the same martial arts, weapons, communications and other skills as male spies.

Jeane used her recent book **She was an American Spy During World War II**

as the foundation for her talk. This book is a historical fiction, meaning that although the main character is made up, all her activities were performed by actual women spies during World War II. It is historically accurate, with a

The Spy Who Came in for a Job

In the book, our heroine Kathleen is married to a man who, much to her surprise, is accepted by the army's glider training school. This left her at home alone and wondering how she could contribute to the war effort. It's true that everyone in every job was seen as contributing to the war effort, but many people wanted a more active role. Kathleen was one of these. Most advertised jobs were for factory production lines or for joining the women's branches of various services, but none of

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Join the Army. Fly a Glider.

"General Hap Arnold, the father of us army glider programs, has so far rounded up a fearless band of 5000 volunteer aviators, to bring infantry and vital supplies one way into enemy territory. The program has been very successful and more troops are needed. A Pilots license is not required. Be a glider pilot in the us army. U.S. Army It's a he-man's job, for men who want to serve their country in the air. Help our country soar to victory. See your Army recruitment office today."

This was a real advertisement, published during World War II to recruit glider pilots. Many men like the fictional Kathleen Dwyer's fictional husband were swayed by ads like this, and ended up flying troop gliders like the Waco CG-4A shown below. The CG-4A could carry 7,500 lbs: two pilots, 13 troops, and their equipment. Wingspan was 83.6 feet and length was 48 feet. They were typically towed at 150 miles per hour.



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those was quite what she was after.

Then, while skimming the want ads, one popped out at her. It specified the need for a secretary who could type 65 words a minute and was fluent in a European language. The pay seemed high for a secretarial position but it was the fluency requirement that interested her. She spoke French like a native.



Actual wartime sign outside the mysterious Camp X

She went in for an interview, and what an interview! The man conducting it was very gruff and went only by the name of “Bill Two,” with no last name. He asked if she would be interested in going under cover to France to work for the British government.

“Oh, now I get it,” she said. “By ‘under cover’ you mean ‘spy’, don’t you?”

Now the interview became more like an interrogation. Bill Two demanded, “Would you be willing to jump out of an airplane behind enemy lines if you knew in advance that if caught you’d be tortured to death?” Despite this ominous warning she asserted her interest and her desire to help her country. Bill Two congratulated her on passing this, the final interview.

She went on to take more psychological and physical tests, and passed them all. She was sent to Camp X for a four-week training program.

Camp X was a real facility, and that was its actual name. It was the first paramilitary training school in North America, and was established by the British SOE (Special Operations Executive) in 1941 in Ontario, Canada to help America and other countries train their spies.

Camp X offered fifty two different courses lasting four to six weeks. There were fifty SOE training schools in Britain and others all over world. Together they trained about 3,000 agents.

Training a Spy and an Author

Jeane believes in experiencing the important events of her characters’ lives in order to suffuse her writing with that tinge of realism that can only be provided by someone who’s been there.



Parachute training during World War II involved swinging off a 90-foot tower on a rope, to learn how to land without breaking bones.

Jeane did not parachute into France in the dark of night, but she did skydive over Cloverdale on an overcast afternoon. She suffered a partial blackout due to the sudden freefall. Jeane wrote that into her story, having Kathleen black out as she swings off a 90-foot tall training platform on a rope during parachute training, earning some nasty comments from the training officer. Real spies and paratroopers were actually submitted to this training technique, to teach them how to land without breaking bones.



Jeane gets a skydiving lesson out of Cloverdale.

Thanks to some dedicated PCAM members, Jeane also got lessons in shooting an M1911 pistol, or “Colt .45” as it is colloquially called. Jeane somewhat embarrassedly related that in her inexperience she accidentally pointed the muzzle of the unloaded weapon at her trainers, who took the opportunity to firmly teach her what “downrange” means. That ancient hand-cannon was a bit big

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and heavy for Jeane, but she and her writing benefitted from firing it. This intimidating experience was also written into the book.

Jeane also had a chance to operate a vintage 1948 clandestine RS -1 HF transceiver very similar to those used by Allied spies working undercover in Europe during the war.

Other training given to prospective spies during basic training included Morse code, hand-to-hand combat, and various tactics for finding and communicating with partisan groups.

Jeane also briefly explained that there was a similar spy training camp on Santa Catalina Island off the coast of California, and described the 1944 crash of the blimp K-111 nearby.

Finish Finishing School or Else...

Once basic training was complete, Kathleen was shipped off to the Beaulieu spy finishing school in England. This was where future spies were taught the finer points of espionage, such as advanced codes and procedures. They were also introduced to the Westland Lysander, an ungainly looking but very effective STOL (short take off and landing) aircraft that was originally designed before the war for close support, but found its niche in liaison work and covert operations. Many spies were flown to and from France on dark nights in Lysanders, which could fly in and out of unprepared landing strips. Training at Beaulieu lasted four to six weeks, after which the newly minted spy was sent on his or her first mission.

What of trainees who did not pass their final tests, but by then knew too much? They were sent to “The



Photo: Ad Meskens

A Westland Lysander on display at the Smithsonian's Steven F. Udvar-Hazy Center. The Lysander was a STOL aircraft that excelled at delivery and pickup of agents after dark behind enemy lines. Many spies were flown in and out of occupied France in Lysanders.

Cooler” at Inverie House in the remote Scottish Highlands to sit out the rest of the war. Failed spies were sequestered like this to prevent their accidental (or intentional) revelation of sensitive information that could harm undercover operatives or the Allied war effort.

Real Women Spies

We were not treated to any of the stories of Kathleen's adventures in occupied France, but a look at the real lives of actual women spies may shed some light on what readers of Jeane's book may find.

Virginia Hall

She is perhaps the best known woman spy of the period. This American woman worked for the SOE, OSS, and CIA. In the SOE she helped coordinate activities of the French Underground within Vichy-controlled France. She was responsible for organizing the activities that led to the killing or capture of hundreds of German troops, and the training of three battalions of resistance forces. Despite the promise of a significant award by

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A portable transceiver typical of those used by allied spies during World War II. The cover of Jeane's book (see page 6) shows famed spy Virginia Hall sending out Morse code on such a device, energized by a bicycle-powered generator cranked by an assistant.

the Nazis she was never captured. She had numerous pseudonyms and was called the "Limping Lady" by the Nazis because she had a false leg, the result of a hunting accident when she was younger. In 1945 she was awarded the Distinguished Service Cross, "the only one awarded to a civilian woman in World War II" according to Wikipedia. The cover of Jeane's book features a painting of Hall, typing out Morse code on a portable transmitter, with a man in the background cranking on a bicycle that had been converted into a generator. The original painting is currently on display at the CIA in Washington, D.C.

Amy Elizabeth Thorpe

Also an American, Thorpe volunteered with the British SOE. She leveraged her talents as a socialite and her personal allure to put enemy targets off their guard. Before the war, she was instrumental in helping the Allies assess the German Enigma encryption device. Later, she obtained Vichy naval ciphers that helped in the invasion of North Africa.

Noor Inayat Khan

Khan was British, and the first female operator sent by the British to occupied France. Despite the arrest by the Nazis and French collaborators of many of her cohorts, she remained in France and continued to send vital information back to London. She was eventually

betrayed and arrested. Interrogations apparently failed to wrest any useful information from her, and she was later shot at the Dachau concentration camp along with four other women. She posthumously received the George Cross, Britain's highest award for gallantry not in the face of the enemy, and the French *Croix de Guerre*.

Vera Atkins

Atkins had a German-Jewish father and a British mother. She had a socialite upbringing on the Continent, and managed to make it to England in 1940 after being trapped briefly in the Low Countries. She became a leading intelligence officer in the French section of the SOE, recruiting and deploying mostly female agents. After the war she investigated agents who disappeared, including Noor Inayat Khan. In 1946 she personally interrogated Rudolph Hoess, the German commandant of the Auschwitz concentration camp. In 1987 she was appointed commandant of the Legion of Honor.

About Jeane Slone

Jeane is the author of three books about American women in World War II. Her historical fiction reminds us that women were the hidden backbone that made the Allies successful and who were World War II's real unrecognized, unsung heroes. Jeane is deeply involved in the Sonoma County writer's community, and her book *She Flew Bombers* won the national 2012 Indie Book Award. Jeane enjoys researching pieces of the forgotten past, especially those involving amazing, powerful female heroines of the forties. Her hands-on experience to complete *She Was an American Spy During WW II* included sky diving, shooting a World War II era M1911 .45 caliber pistol, use of a 1948 clandestine RS-1 HF transceiver, and personal tours of spy displays at the Military Intelligence Museum in Bedford, England and the Musée de L'Armée in Paris, France.

We'd like to thank Jeane for her presentation, and this interesting look into the life of a female spy during the 1940s. Jeane's books are available in the PCAM gift shop, with a portion of each purchase going to the Museum. 🌟

March 19 Guest Speaker:

Charley Taylor on Being a Navy Catapult & Arresting Gear Officer

Join us on March 19, 2014, at 7:00 p.m. to hear PCAM's Guest Speaker Coordinator as he shares his stories about his tour as a Catapult & Arresting Gear Officer aboard the USS Enterprise (CVN-65). He will be talking about the equipment that made up the meat and potatoes for launching and recovering



aboard the world's first nuclear powered aircraft carrier. Charley will also include photos from that era as well as sea stories about his experiences shooting and trapping an estimated 6500 aircraft including Tomcats, Phantom IIs, Intruders, Corsair IIs, Vigilantes, Crusaders, Vikings, Sky Warriors, Hawkeyes, Grayhounds, Traders, Australian Skyhawks and Sea Knights.

Born in Kansas, Charley was an Air Force "brat" who moved around the country with his family and graduated from Arizona State University, joining the U.S. Navy prior to graduation. After earning his commission as an Ensign at Aviation Officer Candidate School in Pensacola and receiving his Navy wings sixteen months later, he made two combat deployments aboard USS Enterprise flying the A-6 Intruder with VA-196 (featured in the book and movie Flight of the Intruder). He eventually served 25 years in the Navy and retired as a Commander. He has spent the last 21 years working in the public sector in the Human Resources field. He and his wife Charlene came back to the Bay Area in 2000 to be near their twin daughters and three grandchildren. Now semi-retired, Charley divides his time between his family, PCAM, the "Mentor Me" program in Petaluma schools, training HR staff in Contra Costa County, and writing. ✪

Hot Dog Thursday Returns April 3!

Mark your calendar, whet your appetite, and bring your bib because the first hot dog of the 2014 season is scheduled to be dished out on Thursday, April 3 on the museum patio. Join us between 11:30 and 1:30. \$5.00 (\$4.00 for members) gets you admission, a large hot dog, chips, chili, and soda or water.



Last year, Hot Dog Thursday evolved into a major community event, with people coming in from all over the local area. So come enjoy the Spring sunshine, have a savory lunch, and talk with a bunch of people who share your interest in airplanes and good food! ✪

Gift Shop March Deal

All toys are 20% off on Climb-Aboard weekend, **March 15-16 only**. This includes all die-cast models, flying toys, water rockets, cars & trucks, and our exciting new line of dinosaur and airplane kites! Come on down and sit in the cockpit of our historic Sikorsky H-34 Choctaw helicopter, and get a great deal on toys and models to remember it by! ✪



The Human Race: It's Time to Soar!

Help Earn Money for PCAM Education Programs

Come join our PCAM Human Race team on May 10 as we walk or run the annual 3K or 10K fundraising event to raise money for our Pacific Coast Air Museum education programs. The Human Race is an annual community fundraiser sponsored by The Volunteer Center of Sonoma County. This is a unique opportunity for individuals, families and businesses to work together to raise money to support the local non-profit organization of their choice.

This year's Human Race theme, "A Time To Soar", is a perfect fit for us at the museum. Our team, along with the Reach Medical team and local businesses close to the airport will set out at a slow walk or a fast clip at 8:00AM on Saturday, May 10th - beginning and finishing in Santa Rosa at Herbert Slater Middle School - 3500 Sonoma Avenue. If you want to be a timed runner, please go to www.humanracenow.org to download the entrance form to return with a \$35 entry fee. There is no fee to walk or run the 3K and 10K in the group. Please call or email Christina at 575-7900 (christina.olds@pacificcoastairmuseum.org) if you'd like to join the team. We have extra donation forms in the office, will provide forms at the membership meeting and can also mail one to you. Start collecting money TODAY from family, friends or co-workers. Any size donation, very small or wonderfully large, will help support our Museum's ability to provide education programs for the youngsters in our community. ✪

Boy Scout Merit Badge Classes



Each year, PCAM offers several sessions of a one-day class that earns a Merit Badge in Aviation. The course follows the curriculum requirements established by the Boy Scouts of America. 2014 sessions are:

March 8 July 18 October 4

This announcement may come too late for the March class, but July and October are still open!

Each class runs from 9:00 a.m. through 3:30 p.m. Tuition is \$55.00.

Learn about kinds of aircraft, the physics of flight, aircraft engines, and careers in aviation. Activities include fly our simulator, hear from guest speakers from several facets of aviation, visit a control tower, and a **graduation flight with a FAA licensed pilot!**

For additional details or to schedule, contact Allan Morgan, Director of Education at 707-575-7520 or email amrgn@att.net. Registration forms are online at: <http://pacificcoastairmuseum.org/classes/meritbadge> ✪

PCAM Hosts Board of Supervisors

PCAM hosted a party put on by the Board of Supervisors for their staffs on Monday, Feb 24 from 4:30 to 6:30. Supervisors Zane, Carrillo, and Gorin attended. Supervisors Rabbitt and McGuire were away on business. The fifty-plus people who were there had a great time and all were very appreciative of us hosting the event. Many had not been to PCAM before.

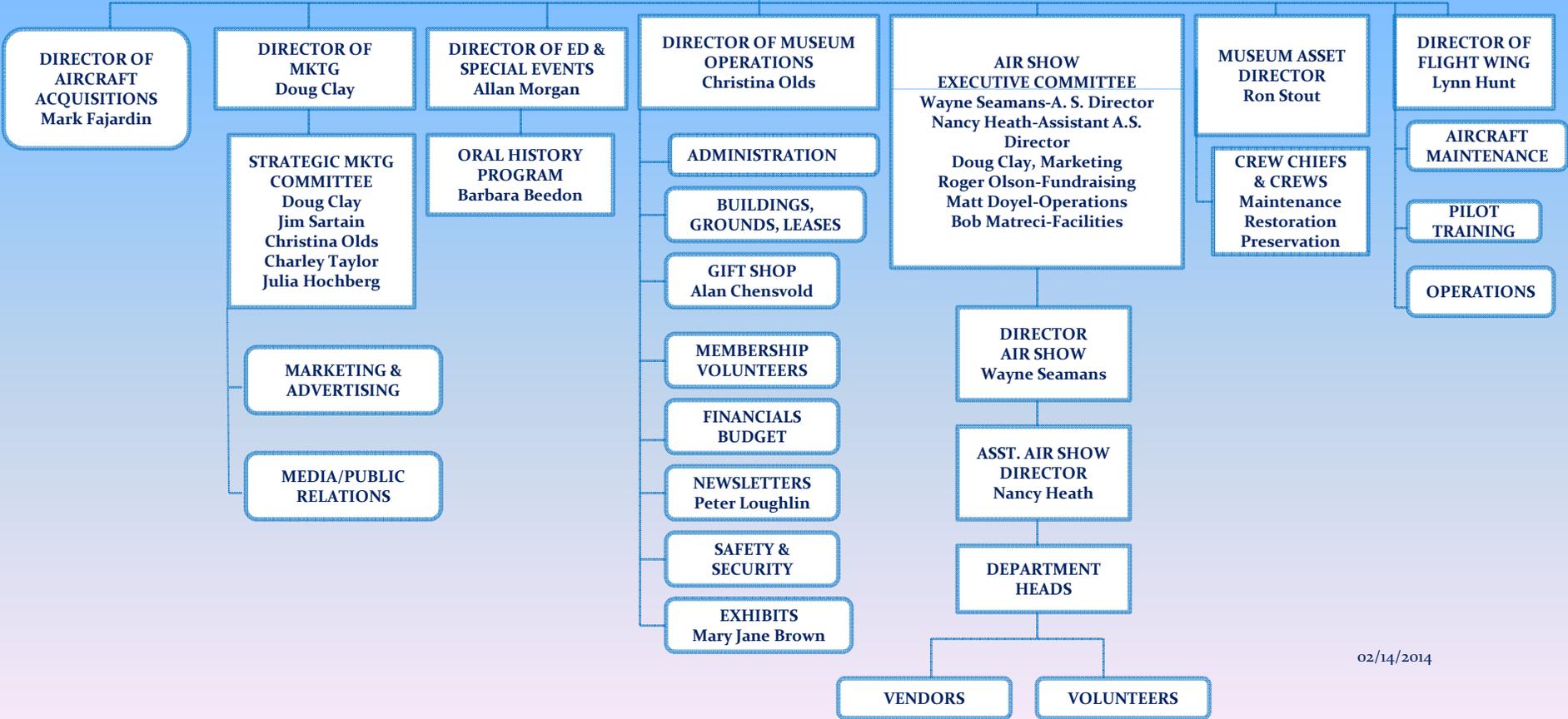
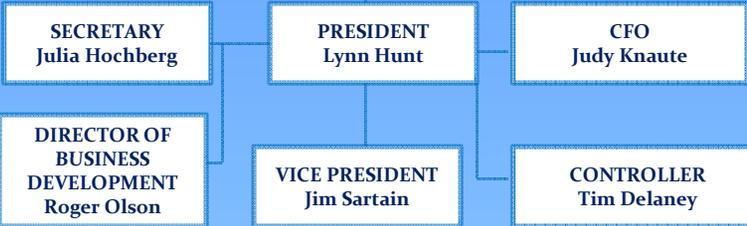
Thanks go out to all members who were there: Paul Ricci and his son opened up the Huey; Mark Fajardin opened up the Prowler; Alan, Mike and Karen opened the Gift Shop; and chef extraordinaire Tom Chauncy did the cooking. Cristina Olds, Wayne Seamans, Duane Coppock, David Kinsey, Roger Olson, Tim Delaney, Julia Hochberg, Allan Morgan, and Jim Sartain were also there in support.

The weather was perfect and, all in all, it was a very successful event. ✪





PACIFIC COAST AIR MUSEUM BOARD OF DIRECTORS





The Pacific Coast Air Museum

Location

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

At the Charles M. Schulz-Sonoma County Airport, north of Santa Rosa. Hwy 101 north to Airport Blvd. and go west. Turn left on North Laughlin Rd, right on Becker Blvd. then right on Air Museum Way.



Hours

Tuesday, Thursday, Saturday and Sunday.
10:00 a.m.—4:00 p.m.

“Climb Aboard”

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

Member Meetings

Normally held on the third Wednesday of each month, 7:00 p.m. at Mesa Beverage Company, Inc. 3200 N. Laughlin Road, Santa Rosa, CA

“Straight Scoop” Newsletter

The museum newsletter, “Straight Scoop” is published monthly and is available online on the museum’s web site. Members are encouraged to submit articles for possible publication. Deadline: the 26th of the month prior to publication. All articles in the newsletter are covered by copyright. If you wish to submit articles or use any of the content, please contact Peter Loughlin, Editor: pcam-news@loughlinmarketing.com, 707-575-7900.

Membership Renewals

\$40 per year individual; \$60 per year for families. Send renewals to the museum, address below.

Address Corrections

Please send to Pacific Coast Air Museum, One Air Museum Way, Santa Rosa, CA 95403

Visit our web site at www.pacificcoastairmuseum.org or call 707-575-7900 for more information.

Read the “Red Baron Flyer,” the quarterly newsletter of the Charles M. Schulz-Sonoma County Airport: <http://www.sonomacountyairport.org/red-baron-flyer>

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Volunteer Coordinator: Air Show
David Kinzie 707-575-7900

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



STRAIGHT SCOOP

March 2014

*Climb Aboard
H-34 Choctaw Helicopter
March 15 & 16, 2014*

REMEMBER THESE DATES

Wednesday March 19	7:00 p.m. - 9:00 p.m.	PCAM Member Meeting at Mesa Beverage
Thursday April 3	11:30 a.m. - 1:30 p.m.	Hot Dog Thursday
Wednesday April 16	7:00 p.m. - 9:00 p.m.	PCAM Member Meeting at Mesa Beverage
Thursday May 1	11:30 a.m. - 1:30 p.m.	Hot Dog Thursday
Saturday May 10	Begins 8:00 a.m.	The Human Race Walk & Run Fundraiser "It's Time to Soar"
Saturday May 17	Begins 10:00 a.m.	Santa Rosa Rose Parade—come watch the PCAM float!
Saturday May 17	5:30 p.m. - 8:30 p.m.	Event with NASA Astronaut Story Musgrave
Thursday June 5	11:30 a.m. - 1:30 p.m.	Hot Dog Thursday
Saturday June 21	5:00 p.m. - 7:00 p.m.	Annual Pig BBQ & 25th Anniversary Party
Friday Sep 19	TBA	Performer Reception
Sat & Sun Sep 20 & 21	All Day	Wings Over Wine Country Air Show

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