



Santa Fly-In December 17: Free for Everyone

Every year, the Pacific Coast Air Museum welcomes jolly old St. Nicholas to the Charles M. Schulz-Sonoma County Airport, and this year is no different. On Saturday December 17, the Man in Red will be flying in to the grounds adjacent to the Museum in a helicopter provided by **Helico Sonoma**.

Gates open at 10:00 a.m. and Santa comes in on short final at about 11:00 a.m. Santa's actual arrival time may vary, depending on weather, helicopter availability, and the many scheduling issues that arise around working with reindeer and elves.



This free event is open to the public, and will feature free bags of goodies for the kids, a chance for them to whisper their holiday wishes into Santa's ear, jumpees, and more. For the first time, we will have a **Kids' Zone** with a table of Lego building bricks, sponsored by **Fundemonium**. Food like that at our Hot Dog Thursdays will be available, plus some special additions. Local radio station **KZST** will be doing the announcements and broadcasting the event live. A couple of our famous open-cockpit aircraft will be open so you and the kids can look inside, and even sit in the cockpit of some! The Gift Shop will be open, with wonderful toys and other gift ideas.

We are grateful to **Active 20-30 of Santa Rosa, #50**, for sponsoring this happy annual event!



**Active 20-30
Santa Rosa #50**
EST. 1929

This is PCAM's holiday gift to the community, and that day only we will not be charging admission. Santa will stay until there are no more kids to talk to, and this usually means we close up around 2:00. So arrive early!

This is an outdoor event, so watch the weather reports and dress appropriately.

Visit the Pacific Coast Air Museum website for more details:
<http://pacificcoastairmuseum.org/events/SantaFlyIn/>

Bring the kids! Tell your friends! Have some fun! ✨

In This Issue

- Santa Fly-In December 17 1
- President's Message 2
- Flight Wing Annual
Wrap-Up..... 2
- Windsor High Students Build an
Aerospace Future 4
- Donor of Commonwealth
Skyranger Speaks Out 5
- SH-60 Seahawk Helicopter
Arrives! 7
- Air Show Flashback..... 7
- Dec. in Aviation History 7
- Flown West:
Norma Lou Nation..... 8
- Flown West: Walt Smith..... 9
- PCAM Platinum Sponsors..... 9
- December Member Meeting,
Awards, Potluck..... 10
- January Guest Speaker: Steve
Gilford on Henry J. Kaiser..... 10
- Getting to Know You:
Tom Chauncy..... 11
- Info, Officers, Contacts..... 13
- Events & Open Cockpit..... Back

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

This will be my last President's Message. It has been an honor and a privilege to serve as your President these last two years and to have served on the Board of Directors for the last six. I want to thank all the board members I have served with as well as all the division directors, department heads, regular volunteers, and Air Show volunteers who have worked so hard to make PCAM the organization that we all love.

Lynn Hunt, you are a founding member of PCAM, served as President the first six years, and came back as President for two more years before my term. You started our Strategic Planning Committee that embarked on our quest to relocate to the Dragonfly/Butler property, served as Air Show Director in 2012, and founded the Flight Wing. Your guidance and friendship have been invaluable.

Nancy Heath, you served as Deputy Director of our 2013 and 2014 air shows and as Director for the 2015 and 2016 shows. This past air show was our most successful in many years. It was the only air show in 2016 that had three jet teams. You and your ExComm are to be congratulated.

Our Oral History Program team of John Nelson, Alan Nelson, Marilyn Pahr, Nancy Sandborn, and Carol Lawson have interviewed over 20 Veterans since the end of January, most of those from World War II. The families of these Veterans are so grateful that we captured their stories. Very sadly, we have already lost three of these heroic men: Rudy Santini, Tom Tomasi, and Doug Eastman.

We also lost our Volunteer Chair Emeritus, dear Norma Nation, and longtime member and volunteer Walt Smith. Both passed away last month. Tributes to both can be found further along in this newsletter.

As Art Hayssen and I leave the Board, we turn it over to senior members Julia Hochberg (can you dig that) and Anthony Marinelli, and freshmen Directors Julie Conklin, Ben Barker, Andy Werback, Clint Fereday, and incoming President C J Stephens. C J, of course, is a longtime member and certainly no stranger to PCAM. Art and I leave PCAM in good hands. And there will also be two new members.

Mark your calendars! Our annual Santa Fly-In is December 17th. Santa has requested good weather. Let's hope he gets it!

And our annual holiday dinner, awards presentation, and board election is December 21st, at the same time and place as our usual monthly member meetings. Details are on page 10 of this newsletter, and you can read more on our website and in an email we'll send closer to the event. See you all there!

Thanks again everyone,

— Jim Sartain



Outgoing PCAM President, Jim Sartain

Flight Wing Annual Wrap-Up

By Lynn Hunt

It's been a very productive and satisfying year for the Flight Wing. I am very proud of all our members, particularly our six Windsor High vocational students who are doing so much work on the Cessna 170 (read more about them in the article on page 4). I want to encourage all Flight Wing members to attend the general meeting on December 21. If you have a Flight Wing jacket please wear it. I would like to introduce all of the Flight Wing members to the rest of the Museum membership.



We can all be very pleased with the efforts they and our Flight Wing volunteers are making on our projects. The students are nearly finished installing new skins on the Cessna 170 flaps and ailerons. They are beautiful. Once we finish up some re-skinning work on the horizontal stabilizer it will be time to start putting the Cessna 170 back together. We are working through the winter on Thursday nights from 5:00 p.m. until 7:00 p.m. Come out and join the fun and meet these young adults. You will be suitably impressed. Dress appropriately.

Chris Brown deserves special credit for leading the effort to make and keep the C-1A flyable. The airplane by any standard is a complex aircraft and some of the curve balls she has thrown in our direction would challenge even the most talented mechanic. Chris and the C-1A crew have managed to overcome difficulties and maintain the aircraft in excellent health.

Michael Elliot Jones has been pursuing a period of discovery with regard to the Rearwin Sportster engine-in-a-box dilemma. What is at work here is our uncertainty as to the viability of a reliable and certified engine given the parts we have to work with. Determining the probability of an affordable engine program is necessary so we can prioritize the Sportster restoration project. Michael is learning about LeBlond/Ken Royce radial engines and evaluating the parts we have as well as the availability of the parts we need. Thanks, Mike.

Our goals for 2017 are significant but not overly ambitious. We would like to hatch the Beechcraft Musketeer early in the year. All of the ingredients seem to be in place and it comes down to time available. It will be nice to finally have a tricycle gear aircraft in our inventory. Simply put we have too many airplanes and we will need to free up some hangar space very soon. Some aircraft need to go and we will be deciding on which ones. The assembly on the Cessna 170 should go fairly quickly. It would be nice to have that aircraft assembled and close to flying by year end. We will be conducting our annual pilot training event coming up in the spring. There have also been requests for additional ground school classes which are being considered. Another important goal for next year is to measure and increase the number of volunteer rides given by the Flight Wing. This is probably the single most important contribution that the Flight Wing makes and it will be monitored and hopefully grow in number every year. Of course our monthly meeting/BBQs will continue when the weather warms up.

As you may know, we recently received the donation of Commonwealth Skyraider N92828. The donor, Brad Foltman, sent us a very nice note which we re-print on page 5.

I need to thank each and every one of you who have contributed your time and money to the success of our Flight Wing. We are always in need of financial support so please encourage everyone you know to join our organization. If you can find the time to join us whether it's working on a project or coming to our monthly meetings we will be glad to see you. ★

Windsor High Students Build an Aerospace Future

Hands-on Experience with the Flight Wing of the Pacific Coast Air Museum

By Lynn Hunt



Each year the PCAM Flight Wing hosts a group of students from Windsor High who have selected an Aviation/Aerospace vocation as their junior or senior project. The students must complete 20 hours as a junior or 30 hours as a senior working in their chosen field. Over the last five years dozens of students have participated in a variety of Flight Wing restoration and maintenance projects giving them some hands-on experience.

This fall yielded the largest group yet with no less than six high-schoolers joining the program. Our team meets on Thursdays from 5:00 p.m. until 7:00 p.m. in the Flight Wing hangar. Each week's two hours are consumed by a combination of lab and lecture covering a wide assortment of aviation related topics. The lab portion of the evening gives the students an opportunity to fabricate aircraft parts, use an assortment of hand tools, learn several skills such as riveting, forming aluminum, and aircraft assembly. This work is performed under the supervision of certified aircraft mechanics. A team of Flight Wing volunteers is usually close by to lend assistance and answer questions.



Above: Lily Rea and Pablo Avaloz assemble a Cessna 170 Aileron.



In several instances, after participating in this program, our students have gone forward with their education and pursuit of a future in aerospace and aviation. One of the greatest rewards of this program has been the privilege of following these young adults in the pursuit of their dreams and knowing that the Pacific Coast Air Museum has played a role in it. ✨

Right: Jim Joyce and son Mike oversee engine removal



Left: Dalton Hair and Andrew Peters prepare to remove the engine from the recently acquired Commonwealth Sky Ranger.

Donor of Commonwealth Skyranger Speaks Out

Editor's Note: Mr. Bradley Foltman, donor of the Flight Wing's Commonwealth Skyranger, recently sent us this wonderful letter that relates some of the aircraft's history, and explains why he donated it to the Pacific Coast Air Museum.

To Jim Sartain, President
Pacific Coast Air Museum
One Air Museum Way
Santa Rosa, California 95403



RE: Commonwealth Aircraft Donation

Dear Mr. Sartain,

It was an honor for me to donate my aircraft to the Pacific Coast Air Museum in 2016. A few insights may provide a context as to how/why it ended up in the PCAM collection.

First, a little about the airplane. Its lineage is based on an original design in the 1930's by the Rearwin company, the same manufacturer of the Rearwin Sportster that PCAM already has in its inventory. Rearwin foresaw that the days of radial engines would come to an end and they needed a platform that accommodated the "new" horizontal opposed engine. Various designs were attempted and ultimate certification was achieved just before WWII with a 75 HP Franklin engine that had no electrical system. Rearwin sold out to Commonwealth Aircraft during WWII and the new company revived the design with an 85 HP Continental engine with an electrical system. They produced a couple hundred aircraft after the war. Commonwealth became insolvent at the end of 1946 and type certificate data has been minimal. The Skyranger N92828 that is now part of PCAM is production #24 that carries the Commonwealth name.



Skyranger N92828 as it got unloaded from its shipping container upon arrival at PCAM.

The design is a taildragger type and construction is a steel tube fuselage frame covered with fabric, typical of the technology of the day. Unlike many designs of that time frame, the Skyranger wing is all wood construction and because of this, and other factors such as a heavier tube used in the fuselage that many felt unnecessary, the popularity of the Skyranger was immediately at a disadvantage, though it performed well. Its side-by-side seating was a departure from the popular tandem arrangement but the thought was that this airplane would be the entry level aircraft for the businessman/pilot who would soon be upgrading to other models. I purchased the aircraft in 1991 after it had sat neglected for many years. Rehabilitation of the entire aircraft was completed in 1995 with its restoration to airworthy condition.

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Efforts were made to complete the restoration to as near original condition as possible, with one major exception: the paint scheme is a reversal of what was done at the factory. Instead of an all red/maroon exterior with a cream accent, the restoration was done with a cream color and maroon accent stripe. Oxidation due to sun exposure and wing temperatures that could be destructive to dark colors was the main reason for the reversed color scheme. In addition, the instrument panel, which is original but not to this airplane, incorporates a unique engine tach/gage cluster that was similar to ones used as speedometers in many vehicles during the time. The altimeter was anecdotally identified as Canadian built for British aircraft during WWII due to the multicolor numbers and its reading in millibars but research could not confirm the origin of this particular instrument. Also common as a war surplus item is the retractable landing light that most other rehabilitations have changed out over the years to the simpler and lighter leading edge fixed version.

I flew the aircraft for many years in the Idaho backcountry and it's a good performer, though density altitude is a major concern for most any operation in the summer. Consequently, most trips were conducted in the morning. It's a solid 100 mph cruise and is very light on the controls. Aileron control at low speeds is also effective due to the wing slots. This aircraft is a piece of history that is simply a joy to fly.

There comes a time however, that history aside, a decision needs to be made for its next phase of life. I felt that rather than sell 92828 outright to another caretaker, a more public venue for display or use was preferred. After scouting around for a museum interested in accepting and keeping an aircraft of this type, it turned out that conversations with an old friend, Charley Taylor, produced the ideal home: the Pacific Coast Air Museum. The combination of military and general aviation history and enthusiasm of volunteers and programs at PCAM that furthers the education and community at large is ideal. The track record of PCAM in acquiring military aircraft is exemplary. Providing access to the general public and education about the history and role of the military and aviation (especially to school age kids) is outstanding. Bolstering this focus with general aviation aircraft and the Flight Wing involvement with Lynn Hunt is a significant plus.

PCAM has taken pride in its accomplishments and is charting a course for future expansion that speaks well for its ever increasing role in the community. Participation of volunteers is a positive sign for continued commitment to the ideals of history and education. Commonwealth 92828 will feel at home at PCAM and hopefully its service will continue for many years to come. From my perspective, everything comes together nicely because it now shares a home with another Rearwin model, your Rearwin Sportster, and with a USCG HU-16 to boot! Great airplanes, like great friends, are unmatched in loyalty and caring. Great work PCAM. May it always be so.

Bradley T. Foltman
Boise, Idaho

All of us at the Pacific Coast Air Museum thank Mr. Foltman not only for his generous donation, but also for explaining his reasons. It is very easy during the day-to-day labors of running a historical and educational institution like ours to lose track of the broader picture, and to forget just how our efforts touch the community. We are doing something incredibly special here. We should all take pride in its unfolding, and appreciate the special honor of caring for our donors' prized possessions and historic relics. ★

SH-60F Seahawk Arrives!

Last month we told you about the new Seahawk. Well thanks to our friends at Precision Crane, it's here! Don't go looking for it on the field just yet, because it is still resting behind the scenes with the rotors removed. And the interior is very incomplete. But here's a photo of it



Air Show Flashback

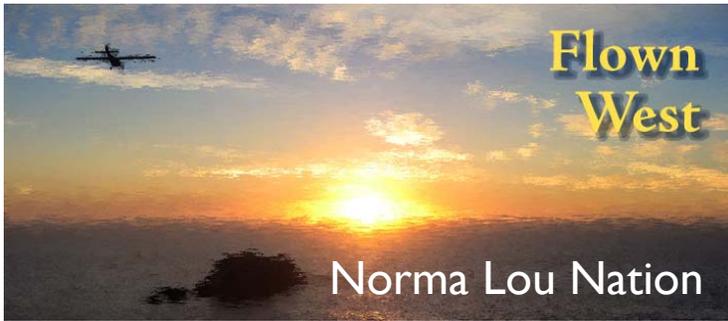
What a lineup! The 2016 Air Show was rich in warbirds. Not just the usual P-51s and a P-40 or two, but a P-47G Thunderbolt, SBD-5 Dauntless, F4U Corsair, and TBM Avenger. All these aircraft flew for us, providing great photo ops and wonderful music. The TBM was kept elsewhere, and does not appear in this photo.



December in Aviation History...

On December 15, 1959, Major (later Colonel) Joseph W. Rogers, U.S. Air Force, flew a Convair Delta Dart from Edwards Air Force Base in California in a bid to break the 15-kilometer course speed record. His speed of 1,525.924 miles per hour set the record, which is still the fastest known speed for any single-engine jet aircraft. Colonel Rogers had an illustrious career in the US Air Force. The Pacific Coast Air Museum has in its collection an F-106A very similar to the one Major Rogers flew in his 1959 flight. The Museum asked the retired Colonel Rogers for permission to paint it in the same colors as his record-breaking plane, but he instead asked us to paint it to honor his friend Maj. Gen. Jimmy Jumper. And that's what we did. ✪





By Kendra Nation

Norma left us peacefully at her home in Santa Rosa on October 30, 2016. Born in Burbank, California, her family later moved to Santa Rosa where she raised her daughter, Kendra, attended Santa Rosa Junior College, and in 1962, she and her father, Norman Nation, and husband, Jerry Poole, co-founded Nation Flight Service at the Sonoma County Airport. Norman provided air and ground instruction and FAA licensing examination, Jerry managed sales and inventory, and Norma kept the accounts straight. She found time to attain her private and commercial pilot licenses with her father as her instructor. Thereafter, she ferried new aircraft purchased by Nation Flight Service back to Santa Rosa from the Cessna factory in Wichita, Kansas, that is, when she wasn't flying to the Nut Tree for lunch or other such weekend adventures.

In 1979, after Nation Flight Service had been sold and Norma and Jerry parted ways, she and Kendra traveled to Israel and Egypt. Norma fell in love instantly with the Middle East. Propelled by her faith, she immersed herself in the culture and history of that part of the world, voraciously learning everything she could. In time, she resided in Jerusalem, worked for Bridges for Peace, and attended the Institute for Holy Land Studies. When she eventually returned home, she wanted to share the joy and wonder of the Holy Land that she had experienced first-hand with others here in the states. She availed herself of the skills of her new-found friends, vendors, tour operators and other professionals in designing custom tours with emphasis on historical perspective juxtaposed with current affairs through her newest venture, World Journeys. She was rarely happier than when she was hosting a group of enthusiastic Christian travelers off to see the Holy Land

through her joyful lens. She was able to continue offering tours on a part-time basis for the rest of her life which remained one of her proudest accomplishments and a true source of personal bliss.

Coincident to World Journeys, she also founded Nation Promotions, a distributorship offering logoed merchandise and promotional products to companies large and small, local and national. All of her clients received the same level of interest, care and thoughtful followup no matter the size of their order or group. Through the years, she welcomed everyone that came into her life with open arms. Her perpetual positive outlook lit the darkest corners. Her jubilant spirit made life's silver linings the only possible path she saw when things "fell off the rails." She loved gardening in her backyard, listening to Johnny Mathis, volunteering for the Pacific Coast Air Museum, driving to Bodega for clam chowder, reading, and of course, traveling. But most of all she loved being with her family and her friends.

The family wishes to thank Pastor Dan Boyd for his guidance, care, and friendship to Norma as a member of Hope Chapel, as she underwent hospitalizations, and even fostering an employment opportunity at the Chapel for which she was well suited. We extend our heartfelt gratitude.

Norma is survived by her daughter, Kendra, her sisters Susann and Julie, her nieces and nephews Terese, Mary, Andrea, Braden, Paul and Mark, and their families. She will be missed forever here on Earth, and we take comfort in knowing that Heaven has an enthusiastic new angel already making lasting friendships.

A celebration of Norma's life will be held on Wednesday, January 18, 2017, at 11:30 a.m. at Hope Chapel, 5680 Sonoma Highway, Santa Rosa, CA 95409. A reception will follow. Memorial gifts in remembrance of Norma Nation may be made to:

- Hope Chapel, (707) 539-4673
- Jerusalem University College, Institute of Holy Land Studies, www.juc.edu, (800) 891-9408
- Or, charity of your choice. ✪



We are greatly saddened to report that longtime Pacific Coast Air Museum member and volunteer Walt Smith has passed away. He had a stroke on November 15, and died in the hospital on the 17th. At the time of publishing, no obituary was available so we regret that we cannot provide details of his life and family. But anyone who



knew Walt knew that he always had a smile on his face, a happy thing or two to say to you, and more friends than anyone could count. He was active with the Mark West Area Chamber of Commerce and the Veterans community, and even in his '80s he founded and was running the Wounded Veterans Thrift Store in Rohnert Park, the proceeds from which benefit Purple Heart Veterans Chapter #78. We will all miss him. It was always a treat to walk into one of our social events and see him there, because you knew a smile was in store. All of us at the Pacific Coast Air Museum express our condolences to his family and friends, and all who worked and volunteered with him. ✪

November Speaker Report

Due to a scheduling conflict, our planned speaker for the November members' meeting had to re-schedule. He will be at the January meeting. Be at Columbia Distributing, 3200 N. Laughlin Road. Santa Rosa, CA, 95403, at 7:00 p.m. to hear historian Steve Gilford's presentation about shipbuilder, philanthropist, and progressive industrialist Henry J. Kaiser. See story on page 12.

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 ✪



December 21 Meeting & Party:

Awards! Camaraderie! Bring Your Potluck Contribution!

Mark your calendar for the Holiday Party on Wednesday, December 21! This will be a celebration of another great year, the holiday season, and a look ahead to the great things yet to come. In addition to a potluck holiday feast, several special awards will be presented including Volunteer of the Year and the annual Presidential Award.



The party will take the place of our regular monthly member meeting and will be at the usual time and place.

Potluck Guidelines: Bring Your Favorite Dish, to Serve Ten

Everyone has a special dishes they enjoy sharing. In past years we've assigned dish types but this year you can just bring whatever you want. So whip up a batch of your favorite appetizer, salad, main dish, or dessert. Bring enough to feed ten people. As long as everyone brings enough for ten, we should have plenty.

Please bring a serving utensil for your dish: spoon, fork, pie server, or other as appropriate. Beverages, paper goods and cutlery will be provided.

As usual, we will have full access to the kitchen so you can refrigerate or heat your dishes in the microwave. However, if at all possible please bring hot dishes already hot as there is not a lot of room in the oven. There will also be dish soap and dishtowels if you want to wash up before leaving.

Time and Location:

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

January 18 Guest Speaker:

Steve Gilford, Historian: Henry Who? The life and impact of Henry Kaiser

A scheduling conflict prevented our November guest speaker from attending, so he'll be here in January!



There is very little in 21st century California that has not been touched, if not shaped, by Henry Kaiser. The extraordinary loyalty he earned from as many as 300,000 employees and his active support of labor unions were just two aspects of what made him remarkable. Because of his popularity with the working people of America, in 1944 he was Franklin Roosevelt's personal choice as the man to replace him in the Oval Office. Steve Gilford tells how this came about and how Kaiser's influence, often not recognized, continues to reverberate through society.

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 on 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. 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".

Time and Location:

Wednesday, January 18, 2017, 7:00 p.m.
Columbia Distributing.
3200 N. Laughlin Road. Santa Rosa, CA
Cost: Free for Members and Guests. ★

Getting to Know You

About Tom Chauncy

By Barbara Beedon

Editor's Note: This story marks the launch of a new feature in the Straight Scoop newsletter. "Getting to Know You" will be a series of profiles of PCAM Board Members and other key executives, so you can learn a bit about the people who are heading up our Museum and plotting its course for the coming years.

I'll bet you think you know Tom... but he's got a lot of history, and not just with the Pacific Coast Air Museum. He was born in Waldron, Arkansas, and when he was 6 months old, the family packed up and headed for California. That was during the "great migration", and his family were migrant farm workers. Tom's family was also a study in racial and cultural diversity – his great grandmother was a Choctaw Native American, and his great grandfather was full blood Irish.

Tom's mother was married 8 times, and his 2 sisters each had a different father. Growing up, Tom attended four different High Schools in the Central Valley, played clarinet and coronet, was on the high school tennis team, and sometimes worked with his father on an oil exploration team.

In 1956, after the Korean War, Tom volunteered for the Air Force. Stationed at Elmendorf AFB in Anchorage, Alaska, his squadron of 75 covered defensive radar and control towers on site. He worked in Personnel, overseeing Officer's pay – so of course, he was befriended, and often got to go along when they would do things as a group – like impromptu salmon fishing trips to the coast in the C-47. Tom LOVED Alaska.

In contrast, in 1962, he was stationed at Selfridge Air Base in Michigan – during the Cuban Missile Crisis. He was with a group on 24-hour critical alert, and they



Tom Chauncy in his element, serving up his Firehouse Chili at Hot Dog Thursday. Some say he looks like Santa Claus. We don't see the resemblance; Santa wears a red hat and this one is clearly navy blue.

had "the button". Sometimes he was barely able to sleep! The military-issue cot didn't help. Shortly after that tense assignment, Tom volunteered to be an advisor in Vietnam, but was denied because he was "married with dependents".

Tom wanted to stay in the Air Force, but not as a Senior Airman forever, so he decided 8 Years was enough. Back in Sonoma County, his brother helped him get a job with the Post Office, but that didn't "light his fire", so Tom decided to try putting OUT fires instead. Chosen as one of 10 out of 157 applicants, Tom became a Fireman. He went to SRJC at night to get a degree in Fire Science, which helped him to become Fire Captain in record time. He was later promoted to Fire Chief. Tom worked in Fire Services for 12 years until his 3rd severe injury put him in traction, so he retired in 1976.

After retiring, Tom ended up in the hospital with a massive blockage in his heart. That emergency surgery would not be his last. Two surgeries, one failed bypass, a blood clot, 2 stents and the loss of a quarter of his heart – and Tom still has more energy and drive than a lot of us do!

Tom then chose a more restful job, and spent over 20 years in the Travel business, with Fishing International, then Santa Rosa Travel, as Manager. It was there that he met his darling Leslie, who was his contact for booking travel. They married in 1982, and 34 years later, he is still "intoxicated by her laugh."

In the late 1980s, Santa Rosa Travel moved from Mendocino Road to the Airport area... and that's when Tom discovered the Pacific Coast Air Museum, still in its formative years. Aerocrafters was across the street from the museum-to-be, and he met Lynn Hunt and

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many other people instrumental in the birth of the Museum. At that time, they had the A-26 Invader, and the hull of the F8-U Crusader, salvaged from the park in San Francisco.

He fondly remembers the early “Air Shows” (called “Open Houses” then), when aircraft owners would bring their planes out of the hangars and everyone would “drink beer and shoot the breeze” about their planes and their flight experiences. From this socializing, the cohesive group that started the Museum was born. In 1989, the group organized the Museum, and in 1991, Tom joined.

Tom helped set up, and worked in, the Gift Shop for four or five years, enlisting others, and helping to raise money needed for interior improvements and expansion. Leslie made him promise NOT to sand aluminum or paint, or to inhale the toxic fumes, or basically do any of the really fun, “guy stuff” that needed to be done around the new museum!

Concurrently, in September of 1992, Tom joined Rotary International and threw himself into his participation in the Santa Rosa East Club, as he does to anything else in his life. He has served in a succession of positions, leading to his term as President in 1995-96, followed by Rotarian of the Year in 2002-03, Area of Service Award 2005-06, and International Club Builder Award in 2011.

So, unable to do any of the fun painting and sanding jobs at the Museum, Tom turned his energy to helping with anything else that could be done, most recently serving on the Board for 3 1/2 years, before turning over his spot to C J Stephens.

Tom especially loves the food events,

becoming a fixture at the Bar, then later becoming “The Chili Man” as he is known today. Making and serving a batch of chili at many museum events, and EVERY Hot Dog Thursday, he is as beloved and widely known as ever.

Tom and Leslie are busy throughout the Holiday Season, with lots of volunteer activities for Rotary and other organizations, as well as visiting family. In the past, Tom has had a very special role in supporting the annual Santa Fly-In. He’s always kind of hard to identify however... All the attention placed on Santa Claus himself tends to distract from Tom’s very special contribution at this annual child-focused event. But you will surely spot him at future events like Hot Dog Thursday, manning his chili pot.

When you see Tom, be sure to say Hello, and thank him for his many years of service – to our country, and to the Pacific Coast Air Museum. 🌟

Gift Shop December News

December 17 & 18 only: All toys and jackets 20% off

The Staff of the Gift Shop would like to wish you a Happy Hanukkah, a Merry Christmas, and a safe and prosperous New Year!



Happy
Holidays!



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>

Board of Directors

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

Officers

President	
Jim Sartain	707-528-1400
Vice President	
C J Stephens	707-799-2878
Secretary	
Anthony Marinelli	707-695-6886
CFO/Treasurer	
Judy Knaute	707-545-7447
Director of Museum Operations	
Constant Rersee	317-691-2437
Director of Sales & Marketing	
Julie Conklin	707-486-4914
Director of Aircraft & Assets	
Lynn Hunt	707-235-2552
Director of Flight Wing	
Lynn Hunt	707-235-2552
Air Show Director	
Nancy Heath	707-477-4307
Director of Education	
Art Hayssen	707-321-2040

Valuable Assets

Administrative Assistant & Facilities Manager

Duane Coppock 707-546-4388

Educational Tour Coordinator

Art Hayssen 707-321-2040

Safety Officer

Position Open

Exhibits Coordinator

Mary Jane Brown 707-566-9032

Gift Shop Manager

Mike Lynch 707-575-7900

Guest Speaker Coordinator

Charley Taylor 707-665-0421

Dir. of Business Development

Roger Olson 707-396-3425

Membership Records

Mike George 707-575-7900

Sunshine & Sympathy

Diana Watson 707-578-6883

Planned Giving Coordinator

Barbara Beedon 707-695-3683

Oral History Program

John Nelson 707-239-1002

Volunteer Coordinator

Jim Mattison 707-291-4719
(Saturday - Thursday)

Vol. Coordinator: Air Show

Anita Forbes 415-987-4163

Communications Manager

Peter Loughlin 707-704-6498

Web Administrator

Peter Loughlin 707-704-6498

PCAM YouTube Video Channel

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



STRAIGHT SCOOP

December 2016

*Open Cockpit
December 17, 2016*

Santa Fly-In

*Kids, come tell Santa your Christmas wishes!
Admission free all day December 17*

REMEMBER THESE DATES

December 17, 2016	10:00 a.m. - 4:00 p.m.	Santa Fly-In: Santa Claus visits PCAM. Free admission.
December 21, 2016	7:00 p.m. - 9:00 p.m.	PCAM Meeting & Holiday Party at Columbia Distributing
January 18, 2017	7:00 p.m. - 9:00 p.m.	PCAM Member Meeting at Columbia Distributing
February 15, 2017	7:00 p.m. - 9:00 p.m.	PCAM Member Meeting at Columbia Distributing

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