



Remembering Don Mackenzie and Marsha Gastwirth

Plane Crash Claims the Life of PCAM Board Member

Pacific Coast Air Museum

Board Member Don Mackenzie and his longtime partner Marsha Gastwirth were killed around 7:00 pm Thursday night near the Charles M. Schulz - Sonoma County Airport when their plane crashed. They were returning from a trip to Palm Springs. They had spent the previous night at the Palm Springs home of former Board member Larry Carrillo and his wife.



Don was elected by the Board last January to serve a three year term. He recently took over as the Chair of our Accounting Committee when previous Controller, Tim Delaney, resigned. Don provided the board with details and analysis of our financial statements that are prepared monthly by CFO/



Treasurer Judy Knaute. Don also served as head of the President's Club tent at the 2015 Air Show.

Don spent most of his life in Cupertino where he raised his three children, Katherine, Scott, and Mark. He worked nearly 50 years in the computer industry, and held management positions with Gamut/Cox Enterprises, Syntex, and Advanced Micro Devices among others.

He learned to fly in Palo Alto in 1995. Don flew a friend's Cessna T210 for many years. He purchased his Piper Comanche about two years ago. He enjoyed working on the plane as much as he did flying it. Don and Marsha moved to Sonoma County about three years ago, living first in Windsor and moving last year to Fountaingrove.

Please join us in sending our condolences to the families. Don will be greatly missed by his PCAM family.

Jim Sartain
President, Pacific Coast Air Museum ✪

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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

Julia and Josh Hochberg graciously hosted a memorial service for Don Mackenzie and Marsha Gastwirth on Saturday, February 6th, in the Sonoma Jet Center Redwood Hanger. It appeared to me that there were at least 150 who attended. PCAM was well represented. Don's three children were there as well as members of Marsha's family. A friend of Don's, who is now a pilot with Delta, told of stories when they were both learning to fly in Palo Alto in the mid 'nineties. Don's sons Scott and Mark then spoke. They had flown in from Seattle and Florida. His daughter Katherine had major leg surgery on Monday so unfortunately was in a wheelchair. She lives in the Bay Area.

Those attending were friends of both Don and his children and Marsha and her family. There were some who had travelled up from the Cupertino area where they had all lived for many years, as well as the many friends they had made in the three years they were here.

On the PCAM Board, Don had become our financial analyst and was also the one who was helping to provide the structure we will need as we round out our Facility Relocation Team. He was the one who posted the information sheets that are in the conference/board room. I was personally hoping that Don would pick up where Larry Carrillo had left off in keeping me on track at Board meetings (I have a habit of getting into too much detail at times). Larry would tell me I was getting into the brush and it seemed to me that Don would be good at this as well.



Don's son Scott speaking at the memorial.

Life Memberships: Get Yours Now and Save

PCAM Life Memberships will increase in cost to \$2,000 on March 1, 2016.

Act now and get yours for just \$1,000. You get all the benefits of a General Membership but it never expires. This represents a significant lifetime savings. Phone 707-575-7900 or visit the PCAM website at <http://pacificcoastairmuseum.org/membership/>. ✪

Don will be missed greatly by everyone who had gotten to know him and he will be missed on the Board and at PCAM.

On another note, please send good thoughts for a speedy recovery to Connie Reyerse. Connie cracked a rib this week and ended up with pneumonia. He is at the VA Hospital in San Francisco.

This Wednesday, we will hold our annual Board Retreat. I will have a lot to report at our Membership meeting February 17th and in next month's message.

— Jim Sartain

Volunteers Needed in the PCAM Gift Shop

Do you want an interesting way to spend a little time? Do you like airplanes and the people who maintain and fly them? Then volunteer to help staff the PCAM Gift Shop and find what you're looking for!

Duties are light and we'll train you. The atmosphere is friendly, relaxed, and supportive. We'll teach you everything you need to know. And, you'll get to talk with some very interesting people: PCAM members, volunteers, and visitors who come from all over. Volunteer now! Send an email to Director of Museum Operations Connie Reyerse at creyerse@gmail.com or phone him at 317-691-2437. ✪

I've Got an Idea to Raise Money for PCAM—Where do I Start?

By Julie Conklin

Attention PCAM members and friends with an idea to raise funds for PCAM—your first email or call should be to our Director of Museum Operations (DMO), Constant “Connie” Reyerse. Connie now has a checklist to help you put together the necessary information PCAM will need to best assist in bringing your ideas to reality. These include dates, projected expense & income, permit and volunteer needs.

Whether it is a small or big event, a group of people you want to contact about participating in a partnership with PCAM...whatever you are considering, please contact Connie to start to develop your plan.

Contact Connie at creyerse@gmail.com or at the museum office at 575-7900. We look forward to hearing about your ideas! ✨

Expanded PCAM Hours Begin March 1

Starting the first of March, the Pacific Coast Air Museum will be open Wednesday through Sunday, 10:00 a.m. - 4:00 p.m.

Why the change? For years we've been closed on Fridays and had to disappoint the folks who dropped by. Friday is a popular day for people to go visit local attractions, and now we can accommodate them. The new schedule also means we'll be open five days a week instead of just four. The new schedule is:

Monday	CLOSED
Tuesday	CLOSED
Wednesday	10:00 a.m. - 4:00 p.m.
Thursday	10:00 a.m. - 4:00 p.m.
Friday	10:00 a.m. - 4:00 p.m.
Saturday	10:00 a.m. - 4:00 p.m.
Sunday	10:00 a.m. - 4:00 p.m.

We calculate that the new schedule will let us accommodate hundreds more guests each year, which will boost customer satisfaction, help spread awareness of our amazing museum, and help raise revenue. ✨

What I Have Learned in the Flight Wing

By Jason Allen

My experience volunteering for the Flight Wing has been life changing to say the least. I have made great friends in an organization that really cares for those in it. I have had the honor of discovering my passion: aircraft mechanics. My time working on the Cessna 170 has taught me that I want to spend the rest of my life doing what I do. I have decided from this to pursue a college degree in aerospace engineering. I have gotten to see and do things many people will never do in their lifetimes. I can say I have helped build an aircraft, I can even say I have flown in a North American T-28.

I am incredibly honored to have been able to work with Lynn Hunt, and I would like to thank the Flight Wing and the Pacific Coast Air Museum for taking me under their wing. I have made ever-lasting friendships and discovered a passion I never knew I had. I can't wait to see what's in store for the future of this organization. Thank you. ✨

Below: Jason Allen works on the Cessna 170 back in 2015. He's one of four local high school students who are active and valued members of the Flight Wing.



Acquisitions Report

By Mark Fajardin, Sr.

SH-60F Seahawk

As you read this I will be in Washington DC visiting my navy brother and friends at the Pentagon, and some museum counterparts to continue building relationships and possibly strike a few acquisition deals. Not to mention some great Superbowl activities. My primary goal is to seek help acquiring the interior components of our SH-60F Seahawk helicopter, and speaking of that I will begin recovery efforts in March with a planned arrival sometime in April as the weather improves. The squadron will have two new maintainers ready to work with me in March and our first evolution will be the removal of all the rotor blades, so stay tuned.

AIM-9M Sidewinder

After many years of work I'm happy to announce the arrival of the first AIM-9M Sidewinder Missiles! The six CATM's are called "captive carry" missiles which means they stay fixed to the aircraft and are used for training. They incorporate a live seeker head but no rocket motor, and these units have about 200 flight hours. The CATM's have no classified materials in them but look live from the exterior and will provide a much needed "wow" factor for our aircraft. I'll begin assembling them soon.

EA-6B Cockpit Simulator

The simulator has now been modified with six caster wheels and a tow bar to allow the easy movement of its 6,000 pound mass. I have enlisted the help of my Prowler buddies in Jacksonville Florida to assist with putting the cockpit back together, and like the Seahawk this will be my primary focus. Our simulator is the only surviving ICAP II model. This is a picture of it in service during the 1970's.

EA-6B Hydraulic Simulators

On January 7th I sent a letter to Center for Naval Aviation Technical Training to officially request all of the EA-6B Hydraulic Simulators located at NAS Whidbey Island, which is the same location that our EA-6B Cockpit Simulator came from. These Sims will create a working inter-

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An SH-60 Seahawk like the one PCAM has procured. Ours won't be flyable, and should appear in April.



Middle, above: AIM-9 Sidewinder "Captive Carry" or practice missiles snug in their crate. Bottom:, AIM-9 captive carry missile seeker heads. Missiles of any kind are hard for museums to get. Congratulations and thanks to Mark Fajardin for obtaining these!

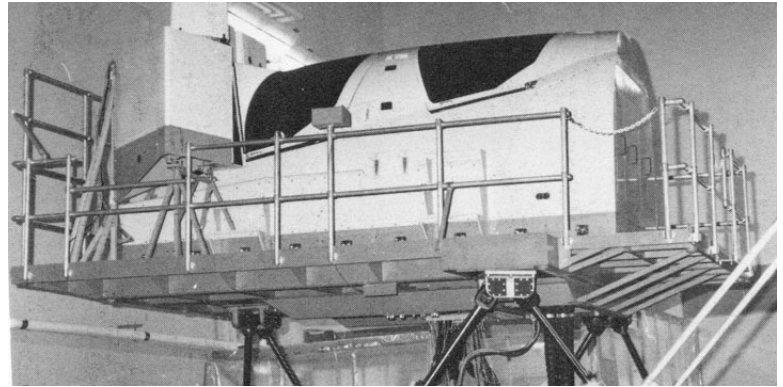
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active display as well as a tremendous teaching tool for our science and technology program. As soon as I receive word I'll pass it along to you here.

Happy Trails

Being your Acquisitions Director has been a lot of fun over the past four years, providing airplanes, helicopters, sims, munitions, and all sorts of other items for PCAM. But I have decided that upon completion of the Seahawk helicopter acquisition I will be resigning as your Acquisitions & Safety Director. I believe it is important to save aviation history and as I helped the National Marine Corps Museum acquire inert munitions for their aircraft displays I will continue to support the museum organizations, but only on a request basis and time permitting. As I enter my 23rd year I'll return to aircraft restorations as there is much work to be done there and displays to be built for the numerous artifacts we have collected. Thank you all for the wonderful opportunity to have served you in the important role of growing the Museum's collection as your Acquisitions Director. Watching your faces and those of our guests light up as a new acquisition arrived made all the hard work worth it, and it gives me great pride in what we have accomplished together in such a short time. Perhaps in the future I can come back and do it again.

Blue Skies Always! 🌟



The EA-6B cockpit simulator (top) and hydraulics simulators (bottom). These provide PCAM with a magnificent hands-on teaching tool that can be used in our educational programs to orient students to the technology and maintenance of modern aircraft.

February in Aviation History...

On February 10, 1952, Major George Andrew Davis, Jr., USAF, and one other pilot engaged 12 North Korean MiG-15s that were about to attack a group of fighter-bombers which were making ground attacks against the communist forces. Major Davis and his wingman blasted through the MiG formation, and Davis shot down two. He was about to attack a third rather than use his superior speed to make a break for it, when his F-86 Sabre was hit by fire from the MiGs. His plane crashed and he was killed. Major Davis was later awarded the Congressional Medal of Honor for his gallantry. PCAM has an RF-86F in its collection, the reconnaissance version of the Sabre. This aircraft is on loan from the National Naval Aviation Museum at Pensacola, Florida. 🌟



In Case You Missed It: January 20 Member Meeting Guest Speaker... Tye Erwin, US Forest Service Smokejumper

By Peter Loughlin

Our guest speaker at our January 20 member meeting was Tye Erwin, Smokejumper Squad Leader with the U.S. Forest Service. His wingman Matt Weston attended as well, and brought some of their equipment to show us. They wanted the opportunity to tell some of us taxpayers just what we are paying for, and from the sound of it, it's worth every penny.

Smokejumpers are an elite community of parachute-trained firefighters who are delivered by air to the vicinity of wildfires to initiate their containment and control. They excel at jumping on small or remote fires that conventional firefighting equipment can't reach quickly. Their goal is to get to the fire early and control it, and thus protect lives, property, and resources. Aerial delivery may seem exotic and expensive, but it is cheap compared to the cost of a fire burning out of control.

Smokejumpers are highly trained, and there are only about 450 to 500 of them in the United States. Tye and Matt are based in Redding, California, in Region 5



This small fire near Lake Shasta is a typical Smokejumper target, though choosing a jump spot was a challenge. They don't go for the raging infernos, but try to hit small fires before they become big ones.

but they have been all around the world helping fight fires and train firefighters. They have a satellite base in Porterville, California, between Fresno and Bakersfield. There are about 38 smokejumpers and other staff in their group.

History of the Smokejumpers

In the early 20th Century, the Federal Government decided it needed to do something about wildfires, which destroyed vast quantities of valuable timber every year and choked vital waterways with their debris. The Forest Service instigated the "10:00 AM Rule" which required new fires to be controlled by 10:00 the next day. Not likely, considering the low-powered firefighting equipment of the time, lack of roads, and incredibly rough terrain.

In 1935, it was proposed that an aircraft could carry a parachute-equipped firefighter to the vicinity of a small fire before it became a big one. The Forest Service bought its first aircraft – a Stinson Reliant – and experiments were run. The first operational jump (with just two jumpers) was in July of 1940 in the Nez Perce area of Idaho.

In 1944 the Smokejumper program was supported by the all-Black 555th Parachute Infantry Battalion of the U.S. Army (the famous "Triple Nickles") was tasked with forest fighting out of fear of Japanese fire balloons. They were based out of Pendleton Field, Oregon and Chico, California. They jumped on more than two dozen fires during the last two years of the war. Their experience helped develop techniques and

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Tye Erwin, Smokejumper, during his presentation.

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strategies. When the Smokejumpers were formally established after the war, they were based in a number of locations throughout the American West. The Redding base came into being in 1957.

Aircraft and Locations

The Smokejumpers use aircraft with long range, high speed, and high payload. They bring several Smokejumpers and their equipment to hit fires hard and keep them small. With their current aircraft they can reach most of their territory within three hours. They fly all their aircraft right up to their operating limits in terms of load, range, and speed.

Short C-23A Sherpa

These were acquired from the United States Air Force. They have a nice big jump door. Their range is about three hours. From Redding they can reach Santa Barbara with ten fully equipped Smokejumpers. From the



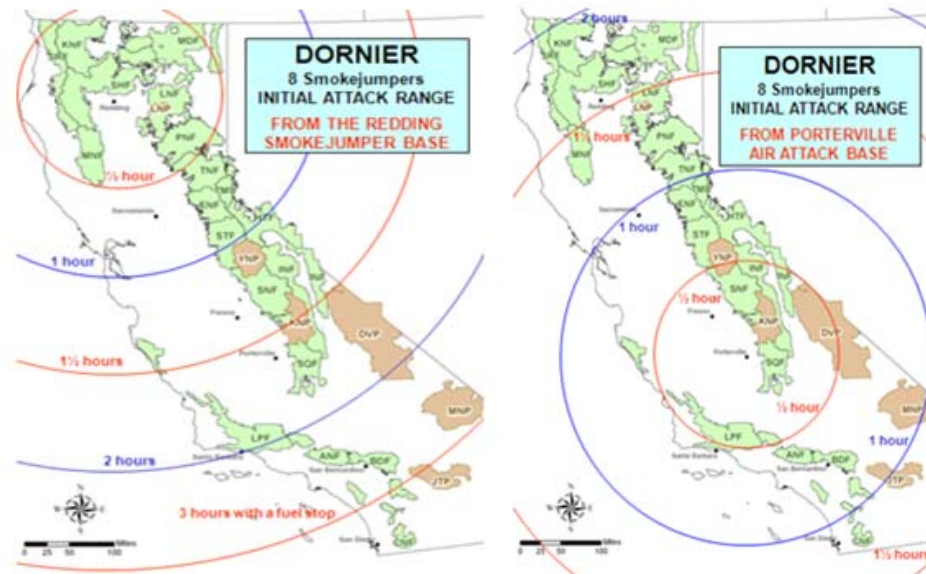
Short C-23A Sherpa

Porterville base they are well within striking distance of Southern California. They will be replaced within the next three years with the C-23B, which has a hydraulic lift gate in the back.

Dornier 228

Tye refers to this as their “rocket ship.” It’s fast, and can make Santa Barbara from Redding in just two hours. It carries eight Smokejumpers, and has a smaller door which requires the jumpers to squat before exiting, and puts them right in the prop wash. Despite this, Tye’s admiration for the Dornier is obvious.

Below: The Dornier 228 and its attack ranges from Redding (left) and Porterville (right)



DeHaviland Twin Otter

These are mostly used in Region 1 and Region 4, and less often in Tye’s Region 5. They are a great plane, a bit smaller than the Sherpa and Dornier, and have a small jump door.

Casa 212

This is like a small version of the C-23 Sherpa, and is most often used for dropping parachute cargo.

DC-3 Turboprop conversions

Alas, these revitalized classics are no longer in use by the Forest Service. It was feared that they would simply wear out, so were replaced by the Shorts and the Dorniers. They were much loved by their crews, with their spacious interiors, large door, and easy handling.

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Operations

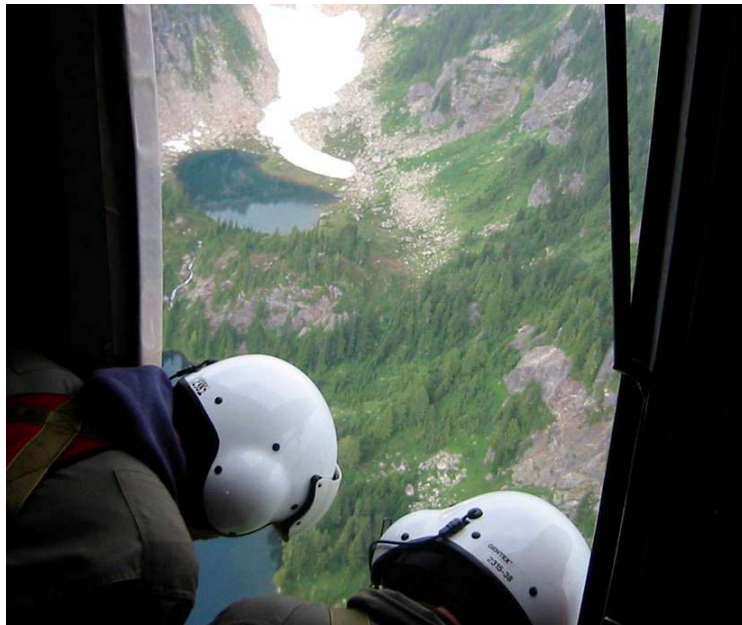
Tye said that they have a load of fun on the job, for about 70 seconds on the way down. After that, it's all arduous labor, which pays for the jump.

The jump plane has a Spotter and Assistant Spotter on board who identify the best possible landing zone. Jumpers drop and roll when they hit the ground to disperse the energy of the descent, so it's important to have as smooth a drop zone as possible. The jump spot must be near the fire so the Smokejumpers have just a short hike, but far enough away so they won't be threatened by the fire while they regroup. If they can't find somewhere safe, they'll scrub the mission.

Mountainous areas are full of places that look smooth from the air but are actually dangerously rough. Rock scree is bad. A placid field of scrub growth may conceal large and sharp boulders. Snow is dangerous because you never know how deep it is or how soft. They like grassy meadows. They'll jump on low manzanita fields but not as a first choice.

Short timber up to 50 feet tall makes an excellent jump spot, because at that size it is flexible and cushions the impact. Their jumpsuits protect them against the branches, which on small timber are fairly soft anyway. Each jumper has his or her own let-down equipment, so once they settle into the treetops they just lower themselves to the ground.

When the Spotters have identified a good landing zone, they drop crepe paper drift streamers that simulate the descent of a fully-equipped parachutist. This lets them de-



The Spotter and Assistant Spotter look for the best jump spot. The smooth green scrub is bad because it probably conceals deadly boulders. The snow may be deep and soft and dangerous. Believe it or not, those trees may be the favored option.

termine wind direction and speed, so they can estimate the optimal jump point. The first jumper in the door has the option to refuse the jump if he or she does not like the look of the landing zone, the wind, or other factors.

They jump in groups or "sticks" of one to three. The plane circles and the next stick jumps, until all jumpers are away. Once on the ground, that first jumper will radio back to the plane and let the others know if it is safe. If it is no good, he or she may have a long way to hike out alone.

The optimal jump is from 1,500 feet above ground level and has a descent time of 70 seconds. Sometimes they'll jump higher depending on atmospheric conditions. Tye told us that one time he had a "descent" of five minutes because he got caught in strong updrafts, and actually rose in altitude. He eventually came down some distance from the rest of the group.

After the jumpers are all on the ground, the plane circles around and drops all their gear – food, water, fire-fighting equipment, medical supplies – by parachute. They divide that all up, gather up their parachutes and hike off to cut fire breaks and deny the fire its fuel. Once on the ground, they are autonomous and self-sufficient for up to three days. As long as they can be resupplied by air, they can be out there indefinitely.

Once they're done, they pack up everything and hike it out. Parachutes, jump suits, trash, saws, axes, food, water... everything. They most often hike to the nearest road to be picked up. Sometimes they get an assist from mule trains. Sometimes their gear is lifted out by helicopter and they walk out.

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The Parachutes

The Smokejumpers still use round-canopy parachutes, but they are looking at a transition to the more modern square-canopy airfoil 'chutes. The round 'chutes they use are the FS-14, which are pretty much the ultimate development of the type – you just can't push the aerodynamics of a round canopy beyond their current level. Their advantages are a steep angle of approach so they can drop into tiny little clearings, they are easier to pack, and are more forgiving to control. However, the Smokejumpers often operate in windy areas, and with a maximum forward speed of about 8 knots they can't handle high winds very well.

The proposed square canopy parachutes will have a far greater forward speed so a jumper can turn into a high wind and thus attain a low ground speed, enabling operations in higher winds. But these 'chutes require



The Smokejumpers use advanced round canopy parachutes, but will be switching to square airfoil 'chutes within 3 years.

more attention to control, greater attention during packing, and precise control and a downwind/base-leg/upwind approach pattern. This all means more complex organization before and during the descent. On a calm day they need a long and smooth "runway" on the ground for the jumper to bleed off speed. Considering the incredibly rough terrain they jump into, a ground run of several steps could be quite hazardous. The transition to square 'chutes will mean a lot of

training and adapting, and time will tell if they provide an overall advantage.

The Smokejumpers jump with very little attached to them, to minimize risk on landing. How'd you like to drop and roll over a 24-inch chainsaw?

Tye showed a video of Smokejumpers hitting the ground on a practice drop. The landings look awful, with the jumper hitting the ground with their feet, and instantly collapsing and rolling over whatever happens to be in their way. But Tye assured us that their technique is far gentler than it appears. Of course he also pointed out that during his own touch-down (which is shown on the video) he dislocated his left shoulder. So a Smokejumper's definition of a "soft landing" may be significantly different from someone else's.

Tye also spoke about the kinds of fires they fight, maintenance of their equipment, the refurbishment and packing of their parachutes after each mission, the politics that influence the program, and generalities of air traffic control near an active fire. He made an entertaining and informative presentation overall.



As any parachutist will tell you, the trip down is fun. As any Smokejumper will tell you, they pay big-time for their 70 seconds of fun. Once on the ground, it's incredibly arduous fire-fighting work cutting fire breaks and clearing fuel.

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All of us at the Pacific Coast Air Museum thank Tye and Matt for making the long journey from Redding to Santa Rosa. As aviators and people who love airplanes, it's easy for us to get caught up in the romance and excitement of an aerial tanker dropping a red cloud of retardant in advance of a fire, but it will always require brave men and women on the ground to actually put the fires out. We thank Tye and Matt, the other members of their team, and all other Smokejumper and Firefighter teams for helping protect our lives, homes, and way of life.

About Tye Erwin

Originally from Southern California and graduating from High School 1995, Tye moved to Northern California to attend college. In order to finance his higher education, he began working with the Forest Service for the 1996 fire season on an engine for the Plumas National Forest. In 1999, Tye began working for the Plumas Hotshots, a 20 person handcrew, providing the "boots on the ground" force for large fire suppression. In 2002, Tye left the Hotshot world, to become a Smokejumper in Redding California where he currently holds the position as a Squad Leader. Since Smokejumpers are associated with aviation, it was a natural fit for Tye and his interest in aviation. Being exposed to aviation through his father, he continues with his interest in aviation as a private pilot and crewmember of Reno Jet Class L-29 and TS-11 Iskra out of Minden Nevada. ✪



Tye Erwin with the L-29 Delphin he helps maintain for air racing.

February 17 Guest Speaker:

C.J. Stephens, (Lt. Col. USAF, Retired): Once Upon a Time Near Hanoi

C J Stephens will take us step-by-step through one particular daytime bombing mission to Hanoi in 1972. On this mission, the strike package was about 100 planes, each carrying twelve 750-pound bombs. It was an active day, and they were confronted by the opposition's



many defensive weapons. Most people don't know the details of how USAF pilots did their jobs in Vietnam and the excitement they might experience on any given day. He plans to reveal some of the nuts and bolts, and let you know how it was all done.

About C J Stephens

C J is a founding member of the Pacific Coast Air Museum and aviator *par excellence*. He flies props, gliders, jets, commercial, classics, warbirds, homebuilts, singles, multis, fighters, and the list goes on. He has a Bachelor of Science in Aviation Studies and a Master of Business Administration from Embry-Riddle Aeronautical University. C J is a native of Sonoma County. He served in the U.S. Air Force, flying 232 combat missions in Vietnam and 3,000 hours in F-4 Phantoms. He has been recognized by numerous prestigious aeronautical organizations. [See the PCAM website](#) for more information about his many accomplishments.

Time and Location:

Wednesday, February 17, 7:00 p.m.

Columbia Distributing, formerly
Mesa Beverage Company, Inc.

3200 N. Laughlin Road. Santa Rosa, CA ✪

What Is It Really Like to Be a Volunteer at the Pacific Coast Air Museum?

By Connie Reyerse, Director of Museum Operations



Director of Museum Operations
Constant "Connie" Reyerse

Well, let me tell you from the perspective of one volunteer. First of all, I love aviation, all aspects of it, but especially jets, from the Sabre Jet to the F-14 Tomcat, and everything in between. When I was young I used to watch the movie "The Hunters" with Robert Mitchum and Robert Wagner. It starred the Sabre Jet. As I grew up I watched Grumman fight

for the next generation Naval Fighter, and win the contest with the F-14 Tomcat. I read my copies of Aviation Weekly regularly, getting mine from aviation engineers my father knew. I collected them and read them over and over, with each issue showing me insights into the new developments in the aviation industry.

Then one day President Lyndon B. Johnson revealed to the world the existence of a jet so exotic and so fast that everyone who saw photos of it could not believe such an aircraft even existed: the SR-71 Blackbird. Although the Air Force actually called it the RS-71, no one would correct the President of the United States, so it became the SR-71. One year, while visiting Edwards Air Force Base as a Boy Scout, I got to see this fantastic jet zoom past us during the base open house air show. It was a sight I will never forget, looking at those supersonic "shock-cones" and the dazzling blue exhaust from each of those fantastic engines as it zoomed past. The number of cameras clicking away seemed endless as everyone just had to get a shot of this fantastic airplane. Today, it seems the magic of the SR-71 is still alive, and thrills most everyone familiar with its history.

As time went on, history had one of its darker days on September 11, 2001. I was in Europe on business. In



There are lots of fun volunteer jobs at PCAM. One of the best is staffing the gift shop, greeting all our interesting visitors.

fact, I had just arrived after leaving Washington Dulles the day before. Who can forget that awful day burned into our minds as the Twin Towers burned, and eventually collapsed? I remember a single image from the television broadcasts as the cameras tracked two Air Force jets flying over New York City, as if to protect the inhabitants from further harm. They were Massachusetts Air National Guard F-15's sent over to prevent tragedy. Sadly, history showed they arrived too late to protect the World Trade Center Towers. One of those jets was Air National Guard F-15 #102, later becoming famous as the "First Responder" to the 9/11 tragedy.

Life went on, I continued my engineering work for the European firm, and continued my own world travels working in the field of semiconductor process equipment. Eventually I retired after 35 years in this industry. As I grew into my retirement I felt restless, and felt the need to do something more, maybe find a place where I could volunteer my time. Having a love for all things aviation I wanted to volunteer in an aviation environment, but where? Then one day I drove past the Pacific Coast Air Museum, but just let my observations of this place reside in the back of my mind for a time. Then a thought occurred to me... Could I volunteer there maybe? So I sent off an e-mail to the Director of Museum Operations, having found her information on the PCAM website. I wrote Christina Olds with my

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interests and received a response from her telling me that I needed to first become a member, then advise the museum of my interest in volunteering. This I did upon my first visit to the museum, and was told there is a need in the gift shop. I was a little hesitant, as I was uncertain if working in a gift shop was really what I wanted to do, but I decided why not, and entered PCAM as a gift shop member. It turned out to be a great deal of fun, and interesting in fact, as the



Maintenance of buildings and grounds

the gift shop. Eventually I did more and more admin work, and soon was asked if I would be interested in doing this regularly. As I enjoyed doing this work I indicated sure, why not... I did not realize what Christina had in mind, but soon found out that she was leaving her position and PCAM, and was actually grooming me to replace her.

However, I still enjoyed working in the gift shop, as it afforded me many opportunities to interface with our guests as they arrived to enjoy our museum. During one of those days I met a person very interested in having his company's "harvest-party" on our location. It turned out he was the CEO/President of Duckhorn Wine Company, a major vineyard operator in the Sonoma wine country. When I introduced him to Christina she was absolutely overjoyed that Duckhorn would be interested in having their party at PCAM. As Christina was in the process of departing PCAM the project of coordinating this event fell into my hands. In all, this party was a wonderful success for both Duckhorn and PCAM, with close to 350 guests attending a great event. It was hard work putting this together, but with the level of volunteer effort by a large group of wonderful volunteers offering their extra time it was also a lot of fun for us all.

Nowadays I am at the museum during the week every week, and I regularly check in on how our guests are enjoying themselves. On one such journey I encountered an eld-

in-
range of people I got to meet as they came to visit was incredible. From former fighter pilots, to European tourists who were fascinated in being able to get a close look at the planes on display.



Air Show volunteers in the President's Club

During my volunteer interview I was asked if I had an interest in doing administrative work. Since this was somewhat similar to what I was doing in my professional life I indicated that I would, and noted my experiences using spread sheets, word processing, and other computer skills. It seemed that I hit the right buttons, as Christina soon had me working in the admin section when I was not working



Serving up 'dogs during Hot Dog Thursday!

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erly gentleman looking over one of our exhibits from the SR-71, the “astro-navigational” system. He informed me that he actually worked on the development of the cooling system at the Lockheed



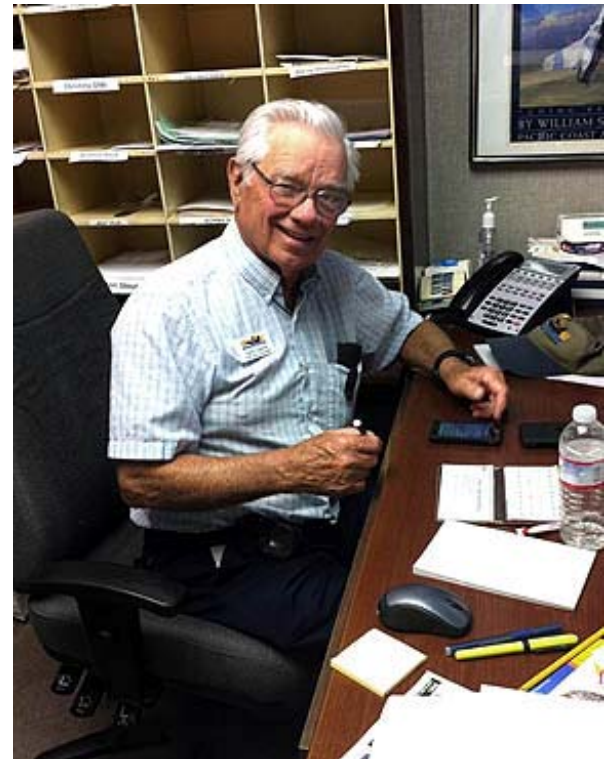
Taking care of exhibits and display equipment.

Skunk Works, and was fully familiar with this device. We talked for a while and he informed me how this system worked, and how amazed he was that we had one. The only other one I know of on display is at the Smithsonian Air and Space Museum, putting us in some exclusive company. This gentleman

was fascinated that we had one on open display for the public to see up close. He was even more excited to learn that we also have the Lockheed D-21 Drone, a supersonic spy drone way ahead of its time. He was truly thrilled to go and see our displays. You could tell he enjoyed being here. For me it was a joy that someone found our museum so interesting, and his willingness to share some of his story with me was another benefit of volunteering here.

What have I concluded in my short time working as a volunteer here at PCAM? Our exhibits are truly of great interest to those visiting us. You never know who is visiting, and what it is they have experienced, but so many of our visitors are willing to share their stories.

One of the greatest benefits of being here as a volunteer is probably meeting people who participated in some of the history associated with our aircraft. In addition, the very airplanes that thrilled me as a youth are here for me to see every day. And of note, we do have some very unique exhibits from one of the most exclusive aircraft in US history, the SR-71. When our visitors realize what we have they are drawn to these like a magnet. We do have our share of history here, from the Korean War, to the 9/11 “First-Responder” #102, to the pieces of the most magnificent spy plane in history. Working at PCAM as volunteers we have the responsibility and the privilege of sharing true pieces of the history of our country. That is what it is to be a volunteer here at the Pacific Coast Air Museum. ✪



Administrative help is always welcome.



© John Nelson

One of the greatest rewards: meeting and getting to know aviation experts, veterans, and other interesting people. Some are genuine history-makers!

Air Show Flashback

The annual air show is a great family event, and an opportunity to see history-making aircraft up close. Here, a family prepares to climb aboard the Museum's F-105F Thunderchief.



© Peter Loughlin



Gift Shop February News: Prices Slashed on Snowbirds Jackets and Air Show Tee Shirts

Canadian Forces Snowbirds jackets and 2015 Air Show tee shirts are now just **\$10.00 each!** Subject to stock on hand. If you've been putting off getting one, now's the time!



And remember, PCAM members get a 10% discount on all regular-priced merchandise in the Gift Shop. Discount cannot be applied to sale items. ★



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

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 Columbia Distributing, formerly Mesa Beverage, 3200 N. Laughlin Road, Santa Rosa, CA

“Straight Scoop” Newsletter

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

Membership Renewals

\$50 per year individual; \$100 per year for families. Send renewals to the museum, address below.

Address Corrections

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

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

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

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STRAIGHT SCOOP

February 2016

Climb Aboard
February 20-21, 2016
DC-6 Airliner Cockpit

PACIFIC COAST AIR MUSEUM

REMEMBER THESE DATES

February 17, 2016	7:00 p.m. - 9:00 p.m.	PCAM Member Meeting at Columbia Distributing, formerly Mesa Beverage
March 16, 2016	7:00 p.m. - 9:00 p.m.	PCAM Member Meeting at Columbia Distributing, formerly Mesa Beverage
April 7, 2016	11:30 a.m. - 1:00 p.m.	Hot Dog Thursday — first of the season!
April 20, 2016	7:00 p.m. - 9:00 p.m.	PCAM Member Meeting at Columbia Distributing, formerly Mesa Beverage

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