



Santa Flies In to PCAM

Tom Chauncy and Robin Dotti Strangely Absent... Again.

By Peter Loughlin

Thanks to generous donations by Active 20-30 #50 of Santa Rosa and Helico Sonoma, Santa Claus flew to the Pacific Coast Air Museum on Saturday, December 19, and greeted several hundred children and parents who assembled there to see him.



Daniel King, owner and chief pilot of Helico Sonoma, and Santa Claus in the Helico Robinson R-44 helicopter. Thank you Helico for helping make this event possible!

Active 20-30 is a group of like-minded young professionals between the ages of 20-39 who volunteer to improve the lives of underprivileged youth in Santa Rosa. They do this through large scale fundraisers, but more importantly through direct philanthropic endeavors. One such endeavor has been the annual PCAM Santa Fly-In, and this year as in previous years they contributed \$2,500 towards the various expenses involved in putting on this event. PCAM does not charge the public for entry on this special day, so we could not have the Santa Fly-In without them. Thank you Active 20-30!



Helico Sonoma is a full service helicopter company located at Charles M. Schulz Sonoma County Airport. They offer helicopter flight school and professional helicopter tours of the North Bay and Northern California. They have served as Santa's surrogate sleigh service for the last couple years because our previous provider, REACH Air Medical Services, is operating under different rules now that make it impractical for them to participate. The Helico folks fly their four-place Robinson R-44 four-place chopper out to an undisclosed location, pick up the Jolly Old Man In Red and deliver him to the air museum.



This year it rained for several days right up to Saturday

Continued on page 7

In This Issue

- Santa Flies In to PCAM..... 1
- President's Message: 2
- December 16 Meeting, Awards Ceremony, and Holiday Party..... 3
- January Guest Speaker: Tye Erwin, Smokejumper 6
- Historical Notes: Thomas Scott Baldwin..... 6
- Flight Wing: What's In Store for 2016..... 11
- Operational Report on the State of the Union of PCAM 12
- 2016 Wings Over Wine Country Air Show Sept 24-25 13
- January in Aviation History..... 13
- New Members..... 14
- Air Show Flashback 14
- Platinum Sponsors..... 14
- Gift Shop News 14
- PCAM Directory 15
- Events & Climb-aboard.... 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

December Meeting and Awards Presentation: At the December 16th Member Meeting we presented our annual awards (see article page 3). We also enjoyed our annual potluck dinner and last meeting hosted by Diana and David Watson. We are still looking for someone or some group to take over for our Dynamic Duo. I also announced that Marilyn Pahr has been appointed co-chair of our Education Division along with Art Hayssen. Marilyn brings a long career in education to this position. She has been an active PCAM volunteer and a member of our new Oral History Program team.

Roger Olson accepted a check from the Active 20/30 Club of Santa Rosa for \$2,500 as sponsor of our annual Santa Fly-In. The Active 20/30 Club has been most generous in sponsoring this wonderful event (we had another great turnout on Saturday, Dec 19th and Santa's wish of good weather was granted.) Helico Sonoma brought Santa in for the second year in a row. Thanks so much to both groups.

Big Donation: We are very excited to announce that we received a donation of \$100,000 from the Ralph and Lorraine Morse Trust to go toward our move to the Dragonfly and Butler property.

Board Elections: At the meeting, we announced that Julia Hochberg was re-elected to her last three year term and Julie Conklin was elected to a three year term. The Board will appoint the last current seat at its Jan 13th Board meeting. The Board will also be looking to appoint an additional member for a remaining term as Director Larry Carrillo is resigning after the January board meeting.

Dragonfly/Butler Update: The Airport has completed the sale and lease agreement and it is in the county counsel's office for review before it comes to us. Things are starting to move!

The Board and the Strategic Planning Committee are also working to form a project management team to oversee all aspects of the move. As you can all imagine, there are many issues and details that need to be addressed.

Our first appointment was announced at the member meeting, that being Bill Conklin as Capital Campaign Manager. Bill, Julie and their team put together a fundraising gala (the Mustang Roundup) on September 19th, 2014 (the night before the 2014 Air Show) at the Vine Jet hanger. That event netted our facilities campaign \$74,000 (our single most profitable event).

Cobra Gunship Update: Acquisitions Director Mark Fajardin has informed the Navy that we need to delay the acquisition of this great aircraft as we have not been able to raise the funds required for the de-mil and transportation costs. Mark thinks we might still have a shot if we can find a donor(s) to provide another \$20,000.

Mark has already brought home the T-34 Mentor and the Prowler cockpit simulator. We are in the process of leasing an additional hanger so that we can get these ready for display. Mark and Guy Smith are also making plans to transport the Sea Hawk helicopter that has already been assigned to PCAM. This aircraft is currently in Fallon, Nevada.

The February report will be devoted to further updates and a list of all the projects that we will have on the 2016 Calendar. We will need team leaders to head up each of these projects so stay tuned.

As always, please let me know if you have questions or ideas.

— Jim Sartain

In Case You Missed It: December 16 Member Meeting, Holiday Party, and Awards Ceremony

By Peter Loughlin

Members of the Pacific Coast Air Museum closed out 2015 with a fun and friendly holiday party on December 16. The food served during the member-provisioned potluck was truly outstanding. Several dozen people attended, making it one of the best-attended meetings.

A key part of the meeting was the announcement of volunteer hours. This is an important annual ritual for two reasons. First, it recognizes those in the PCAM community who contribute the most and help keep this wonderful educational and historic resource operating. Second, the tallying of volunteer hours effects future funding opportunities, because private foundations and government entities that have money to grant to museums like ours always look at the total number of volunteer hours as a measure of the museum's strength. Lots of volunteer hours means lots of participation, and they would rather donate to a vivacious and thriving organization like PCAM than to one with unenthusiastic volunteers.

That said, a hearty thank you and congratulations to all the following for their contributions in 2015 and over the previous years. The hours reported are cumulative over the months and years each person has been a volunteer.

Duane Coppock reported the following tallies for volunteer hours:

100 Hours

Bob George
Roger Klein
Frank Mantellina
Andy Werback

300 hours

Jim Fletcher
Quincy Zlotnick

500 Hours

David Carlson
Larry Houghton
Denny Hutton
Caitlyn Jurin
Carol Lewis

1,000 Hours

Robert Bergeron
Michael Hart
Stan King
David Kinzie
Carol Lawson
Rich Lewis
Mike Lynch
Rose Pattenaude
Don Thoman

2,000 HOURS

Tony Bassignani
Alan Chensvold
Mark Fajardin
Mike George
Bruce Tinkham

3,000 Hours

Rick Elwood
Jimmy Long
Don Callen
6,000 Hours
Barney Hagen

7,000 Hours

Bob Conz
Bill Greene

8,000 Hours

Duane Coppock

11,000 Hours

Larry Rengstorf

15,288 Hours

Our leader in volunteer hours is, not surprisingly, **Ron Stout.**



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Above: PCAM President Jim Sartain presents the 2015 President's Award to Dave and Diana Watson for their achievement, enthusiasm, initiative, and tenacity as long term volunteers at the Pacific Coast Air Museum.

Air Show Director Nancy Heath expressed her gratitude for the following groups which filled important roles at the 2015 Wings Over Wine Country Air Show.

- Cub Scout Pack 25 for handing out programs and event schedules.
- Civil Air Patrol Squadron 157 for safety patrol and guarding the fence lines to keep air show guests where they should be, and keeping us in good standing with the TSA.
- Boy Scout Troop 134 for trash collection, without which the Air Show would quickly be up to its eyeballs in drink cups, food wrappers, and worse.
- Boy Scout Troop 125 for directing guest parking, a huge and surprisingly complex job.

And she again expressed her thanks to the hundreds of individual volunteers who helped with ticket taking and will call, managing the ramp, setting up, tearing down, running hot dog and gift shop sales, running supplies back and forth, caring for our guests in the President's Club and VIP tents, and all the countless other roles that an Air Show entails.

Lynn Hunt, Director of Flight Operations, had this to say about the ten-month long campaign of posting AOA badge holders to guard our fence lines:

On February 20th of 2015, we were notified by the airport management that TSA no longer considered our 3 foot personnel fence adequate for crowd control during business hours. Efforts to determine a suitable replacement fence were not forthcoming and the only acceptable alternative was to have a security guard on duty during business hours. PCAM turned to its staff of hard-working volunteers for a solution. Our Director of Museum Operations at the time, Christina Olds, organized the overall effort initially and was led by Connie Reyerse after Christina's departure. The volunteers donated over 1000 hours during the 10 months until a suitable fence was erected. Without their efforts the museum would have been forced to close. Once more it was our members who rose to the occasion.

He read a list of the forty individuals who spent at least one two-hour shift on AOA patrol duty. They are:

Greg Thomas
Ben Barker
Gerald McBride
Don Thoman
Joan Botke
Justin Rains
Tony Bassignani
Mike Eodice
Jim Fisher
Bruce Tinkham
Jim Mattison
Dave Carlson
Rob Lanyon
Roger Klein
Michael Elliot-Jones
Mike E. Jones
Barney Hagen
Christina Olds
Peter Loughlin
Mary Lavezzoli

Jerry McBride
Justin Rains
Dave Watson
Duane Coppock
Rick Elwood
Bob George
Charley Taylor
Bob Gutteridge
Rick Graham
Dean Singleton
Connie Reyerse
Paul Doto
Bruce Carpenter
Roger Olson
David Sandine
John Nelson
Ray Davis
Ellen Bohms
Loyal Davis
Mike Lynch

Lynn also presented Chris Brown of the Flight Wing with the Crank Shaft Award, which recognizes outstanding contributions to the Flight Wing. The award trophy is a very large polished piston, which is ironic considering that it's the "Crank Shaft" award. But a Merlin crank shaft is a mighty heavy item and difficult to polish (and hard on the back, and murder on the furniture) so pistons make far more practical awards.



© John Nelson

Lynn Hunt (left) presents Chris Brown with the Flight Wing's Crank Shaft Award

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The highlight of the evening was **President Jim Sartain** presenting the major awards. They went to:

John Nelson: *Award of Appreciation.* First, he has taken over the co-chair of the Oral History Program and preparing it for a 2016 re-launch. Second, he regularly puts his formidable skills as a photographer to use on PCAM's behalf at events and all around the museum. Many of his photos appear on our website and in marketing materials and the newsletter.

Andy Werback: *Award of Appreciation.* For his tireless work helping to restore the A-26 and C-118, and for being a Mentor and Teacher to so many at PCAM.

Dave and Diana Watson: *President's Award.* For their achievement, enthusiasm, initiative, and tenacity as long term volunteers. They were our hosts at our monthly membership meetings for many years. They were also there to pull AOA Badge Patrol duties that enabled our museum to remain open. Dave also served on our first Oral History Program team.

Tony Bassignani: *Volunteer of the Year.* He's one of those people whose contributions are difficult to tally. To summarize, this award recognizes him for the many hours of extraordinary dedication and work he has put forth in helping our museum toward achieving its stated and ongoing goals and objectives. Here are a few specific examples:

- Volunteering to help with the rehab of the old security trailer.
- He has been instrumental in preparing PCAM's floats for many local parades.
- AOA Badge Patrol.
- He has assisted in the installation of the roadside signs for the air show.
- He has served on the Command Post Team at our air shows and helped with forklift movement of materials and supplies.
- He has always been there to assist with many other special events.



© John Nelson
PCAM President Jim Sartain (left) presents Tony Bassignani with the 2015 Volunteer of the Year award.



© John Nelson
PCAM President Jim Sartain (left) and Director of Business Development Roger Olson (center) accepted a \$2,500 check from Active 20-30 Club of Santa Rosa, represented by Sophorn Pen. This much-appreciated money was used to fund the 2015 Santa Fly-In which took place just a few days after the Holiday Party.

A fun time was had by all. There was plenty of visiting and laughter, and a chance to see old friends who don't show up at every PCAM meeting. The food contributed by all the guests was truly outstanding, from the cheese platters and salads, to the ham and Swedish meatballs, to the fudge and pie for dessert. If you regret having missed out, don't worry. You only have to wait eleven months for the next holiday party. ✪

January 20 Guest Speaker:

Tye Erwin, US Forest Service Smokejumper

The web page for the US Forest Service Smokejumpers tells the story:



“Some say you have to be crazy to jump out of an airplane into a forest fire, but smokejumpers can’t wait for the next fire call.”

The smokejumping concept was first proposed in 1934 by T. V. Pearson, Forest Service Intermountain Regional Forester. He saw it as a means to quickly provide the initial attack on forest fires. But it would be 1940 before the first fire jump occurred, over the Nez Perce National Forest in Idaho. Today, over 270 highly trained and experienced firefighters travel all over the country, parachuting into wildfire hot spots. Equipment, food and water are dropped by parachute after Smokejumpers land near the targeted fire. The team is self-sufficient for the first 48 hours and their working season runs from June 1 through October of each year.

Tye Erwin, a Smokejumper from Region Five Redding Base will join us at our member meeting on Wednesday January 20. Tye will make a presentation covering the history, selection process, training, and operation of the Smokejumpers. He will talk about his and fellow teammates' experiences leaping from aircraft toward wildfires in forests of the western US.

In his off time, Tye is a member of a Jet Class air racing team and many PCAM members who regularly attend the Reno Air Races may recognize him from the air race circuit.

Time and Location:

Wednesday, January 20, 7:00 p.m.
Columbia Distributing (formerly Mesa Beverage)
3200 N. Laughlin Road. Santa Rosa, CA 🌟

Historical Notes: Thomas Scott Baldwin

Everyone knows about the Wright Brothers. True aviation buffs know about Glenn Curtiss and Glenn Martin, both contemporaries of the Wrights and aviation powerhouses themselves. But very few know about Thomas Scott Baldwin.



Baldwin at the controls of his Red Devil aircraft, circa 1913.

Thomas Scott Baldwin was a major name in aviation for thirty years but today is virtually forgotten. He designed the first modern, flexible parachute and used it to descend safely from a tethered balloon back in 1885. He jumped at about 1,000 feet over the beach just south of the Cliff House in San Francisco. Baldwin is also a key reason why Glenn Curtiss got into aviation. In 1904 Curtiss was building and racing motorcycles and Baldwin bought one of Curtiss' lightweight motors for his California Arrow, the first successful U.S. dirigible. Baldwin performed exhibition flights of the California Arrow at Idora Park, a huge amusement park and race track complex just north of Oakland, California. Later, Baldwin built several successful fixed-wing aircraft called “Baldwin Red Devils.” During World War I he was commissioned an officer and appointed Chief of Army Balloon Inspection and Production. For more detail, see http://en.wikipedia.org/wiki/Thomas_Scott_Baldwin.

This historical note was provided by Roy Mize, during his presentation as guest speaker at the March 18, 2015 PCAM member meeting. It was part of his fascinating tale of Harry Houdini's aviation exploits. 🌟

Santa Fly-In, continued from page 1

the 19th, was clear all that day, and then started raining again on Sunday. We need the rain, but we were all very thankful for the break in the weather that allowed Santa to fly rather than drive to the event.

The photos on these pages tell the story. The helicopter zoomed in low, circled a couple times, and then landed near the Butler hangar. The eager crowd was held in check by temporary fencing. A few of us watching were rather surprised and embarrassed by the bad behavior of some in the audience. They were crying and impatient, waving yard-long Christmas lists and demanding to see Santa “right away”. They were difficult to control but the fencing held and no one rushed Santa. Their children, in contrast, behaved themselves very well. Hey Mom and Dad, guess who’s on the Naughty/Nice list next year?



Santa got out of the helicopter and, with the help of his loyal and dedicated green-dressed elf attendant, walked up and down the fence line talking to the kids and telling their parents to behave themselves. This is one great thing about Santa: he knows how to work a crowd and make everyone feel that they have his personal attention. He was then placed in the best substitute for a sleigh and reindeer we could rig up: a golf cart decorated to look like a sleigh and “pulled” by eight tiny reindeer dressed up as Cub Scouts dressed up as reindeer. Some say they actually WERE Cub Scouts. I don’t know. It was all rather confusing. There’s a picture of ’em a couple pages over. Judge for yourself. Maybe they were elves.

Santa rode his sleigh over to his specially prepared pavilion next to the F-15. The audience filtered over there as well, and started to line up for their chance to sit with him. The redoubtable Mr. Claus, being the brave and sea-



Continued from previous page

soned campaigner that he is, gamely took his place on the specially prepared couch, gazed for a moment at the horde of about 20,000 children, and said, "Let 'em come!" Seriously folks, it wasn't 20,000 but a group of several hundred adults and children ready to pounce on your lap probably looks that size. Hats off to Santa!

While waiting their turn to sit with Santa, kids and parents ate hot dogs, visited with Museum staff, and sat in the many climb-aboard aircraft we had open that day.

One unfortunate trend has continued this season. It seems that every year, volunteers Tom Chauncy and Robin Dotti say they will be at the Santa Fly-In, but no one ever actually sees them there. Perhaps they get sick, or perhaps they have car trouble. Maybe they're Santa-phobic and just afraid to say so. At any rate, eyes were peeled for them but they never showed. We've all seen them since then, so we know they are OK, but no one seems to have shaken an adequate explanation out of them. We know they both put in a lot of time and effort before the event to help organize things and see that it goes off without a hitch,



Santa and a very special guest. Read the text for an explanation.

and for that we are all very grateful. Thank you Tom and Robin for all your dedication and effort, and maybe we'll see you at the Santa Fly-In next year!

Santa remained at his post all day, occasionally being fed and watered by his attendants. It would not do to let Santa go hungry or thirsty! The crowd finally tapered off around 1:00 and a tired Mr. Claus retired at about 2:00.



Santa Claus, having just landed, is attended by his dedicated and very greenly dressed elf attendant. It was a spectacularly fun and successful day, and we look forward to doing it again next year. Too bad Tom Chauncy and Robin Dotti — two amazing PCAM volunteers who put in a huge amount of effort to get this event off the ground, so to speak — could not attend!

The real highlight of the day however was a little boy who is a cancer patient. He didn't know if he was going to be able to make it out to the airport to see Santa, but he, his parents, and his medical staff managed it! He's shown with Santa at upper right. The photos on the following pages are from this year's Santa Fly-In.

It was a great day. All of us at the Pacific Coast Air Museum thank Tom, Robin, and all the other amazing volunteers who made this event such a success. And thank you Santa and Green-Dressed-Elf-Person for being there! What a magical gift it is to us all that you come every year and brighten the lives of kids and adults alike.

Check Six Santa, and thanks for taking time out of your busy schedule to visit us! 🌟

More photos on next page!

Continued from previous page



More photos on next page!

Left: This is what we like to see! More girls interested in aircraft and flying! Here, a future pilot tries her hand at steering the PCAM UH-1H Huey helicopter. It and a few other aircraft were open for climb-aboard during the Santa fly-in event. *Attention all young women — Women make great pilots! Come out to PCAM and learn a little more about aircraft and flying!*

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Flight Wing: What's In Store for 2016

By Lynn Hunt



For PCAM's Flight Wing, 2015 was a great year! Our goals included bringing online safe and reliable aircraft that are well maintained and flown by well qualified and current pilots. We accomplished this for two aircraft, our Stinson

108 and BD-4. We came ever so close in bring the Grumman C-1A online but at the last minute an aggravating brake problem held us back. Progress was made in all areas and now we can turn our attentions to 2016 and the excitement that it holds in store.

Continuing our plans to make ride aircraft available to our volunteers, 2016 will be our first year of scheduled operations. The 2016 PCAM events calendar is currently being developed and it will eventually reveal a list of events where Flight Wing planes and pilots will be on site specifically for that purpose. There are some final organizational requirements that we are dealing with but expect to see Flight Wing aircraft flying regularly when the good weather returns.

2016 could easily be the year that our amazing Cessna 170 returns to the sky. Our volunteer workers have continued to brave the cold weather and progress, albeit slow, is very steady. Once complete it will be a safe and economical aircraft for giving rides and will also represent a unique historic artifact with special local connections. What more could a museum ask for?

2016 will also begin our annual flight training programs. With the help of our Education Department we will conduct training classes with hopefully a little something for everyone. For Flight Wing pilots flying Flight Wing aircraft, this will be mandatory training which will include Flight Wing operations, scheduling, aircraft maintenance, and aircraft operations. For all interested pilots there will be currency training designed to bring everyone up to speed on the latest changes in flight rules, procedures, etc. Continue to watch our newsletter for information or join the Flight Wing and get on our distribution list.

Happy New Year! 🌟



Stinson 108 Voyager: Flyable now!



BD-4: Flyable now!



C-1A Trader: Flies pretty well but stopping might be a problem. Currently, brake trouble is keeping her grounded.

Operational Report on the State of the Union of PCAM

By Connie Reyerse, Interim Director of Museum Operations

Since I have had the opportunity to take on the role of Interim Director of Museum Operations, we have been quite busy. Since October we have had a multitude of events ranging from the simple but well-tuned Hot Dog Thursdays to the complex Duckhorn Harvest Party and Santa Fly-In.

The museum site is a popular attraction for visitors and corporations to have gatherings. Birthday parties are quite common, and the joy on the faces of those youngsters running around the museum's aircraft and sitting in the UH-1H Huey helicopter is worth the time and effort we commit to the museum.

Corporate events, such as that held last year for Edward-Jones Financial Group, were equally well received by those participating, both young and old. To see parents finding joy in their youngsters building their own future in aviation by cavorting around the historic displays of our museum makes it all worthwhile again.

In October we had the unique opportunity to host the annual harvest party for Duckhorn Vineyards, a major wine maker in the Northern California region. This party was the culmination of the museum volunteer staff working alongside the Duckhorn event staff and their vendors to make this a very successful party for all 300-plus guests.

However, not all events were joyous ones. Some were very dignified, such as the memorial recently held for a member of the Radoux Winery, a French based locally operated winery, whose master cooper passed away unexpectedly. His love of aviation made our museum the perfect backdrop for his friends and family to remember him by. Our staff of wonderful volunteers once again worked hard to ensure a successful event.

The latest event, the Santa Fly-In, practically seemed to operate on autopilot although that would be an incor-



Private parties and public events are a mainstay of the PCAM experience.

rect assumption. Much hard work went into this particular annual PCAM event to make it as successful as it was. Tony Bassignani and Bruce Tinkham showed some amazing talent in creating the Santa Sleigh around the PCAM golf cart – it was a work of art. Tom Chauncy's portrayal of Santa Claus was a most interesting sight to behold... one could easily believe he really was the "man-in-red".

As the new year begins we will continue to hold events. Now more than ever we must direct them towards fund raising for our relocation effort later this year. Our greatest resource – our amazing volunteers – will need to be tapped to a higher degree, so I implore all of you to consider your time in helping PCAM with the next generation of events.

Also, keep in mind that the next set of Hot Dog Thursdays will be starting in a few months. These events are very popular with the nearby community, and we will still need your help in volunteering for the HDT event. Please keep them in mind as we approach the first one in April. Please keep your eyes on both the Newsletter and E-Scoop e-mails for the next big event we're planning. You will find it both exciting and fun. ✪

Announcing the 2016 Wings Over Wine Country Air Show: September 24-25, 2016

Save The Date!

The Pacific Coast Air Museum is pleased to announce that the 2016 Wings Over Wine Country Air Show will take place September 24-25 2016.

We are in the process of securing performers, displays, and military demos for this event. Watch this newsletter, the PCAM and Wings Over Wine Country websites, and the Wings Over Wine Country Facebook page for news.

The 2015 Air Show was a spectacular success, with the Canadian Forces Snowbirds providing what may have been the most memorable performance in WOWC history. We're working hard to top that. Keep in touch and see what's in store! ✨



Follow us on Facebook for the most up-to-date news on 2016 performers!
www.facebook.com/wingsoverwinecountry

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January in Aviation History...

On January 27, 1939, First Lieutenant Benjamin Kelsey, USAAC, flew the Lockheed XP-38 Lightning prototype on its maiden flight. The P-38 went on to become one of the most distinctive aircraft of World War II, and the mount of America's top-scoring aces. Hundreds of pilots were trained in the P-38 at the Santa Rosa Army Airfield, now the Charles M. Schulz-Sonoma County airport where PCAM is located. PCAM has in its collection the engine and 20mm cannon of a P-38 that crashed nearby during a training mission, killing the pilot. The bent cannon barrel and fractured and dented Allison V-12 engine are somber memorials to the many men and women who lost their lives in training and everyday operations as America geared up to win that war. ✨



© Peter Loughlin

New Members Since December

Kelley Kaslar, Santa Rosa
 Lei Wang Family, San Francisco
 Tom & Jean Bates Family, Kenwood
 Tadhg Stokeld, Junior Member, Santa Rosa

Gift Shop January News: Remember: PCAM Members Get a 10% Discount in the Gift Shop!

Keep this in mind when renewing your PCAM membership in the coming days: all Museum members get a 10% discount on regularly priced gift shop merchandise! Toys, apparel, books, videos, souvenirs, models... you name it. This is just one of the great year-round benefits to being a PCAM member. Sale items not included. ★

Air Show Flashback

This stunningly restored Grumman F3F-2 flew in from Sonoma. Look close and you'll see its similarity to the F4F Wildcat, which was a direct follow-on to the F3F. It's shown being pushed into position for static display before the show.



©Peter Loughlin



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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Educational Tour Coordinator
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Norma Nation 707-525-9845

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

January 2016

*Climb Aboard
February 20-21, 2016
DC-6 Airliner Cockpit
No Climb-Aboard in January
due to poor weather*

REMEMBER THESE DATES

January 20, 2016	7:00 p.m. - 9:00 p.m.	PCAM Member Meeting at Columbia Distributing, formerly Mesa Beverage
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

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