



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 10:30 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. Food like that at our Hot Dog Thursdays will be available, plus some special additions. 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.

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! ✨

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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

Election of Directors

We have not heard from anyone yet regarding the two vacancies we will have on the Board as of December 31st. We ask that anyone interested in helping PCAM take the next major step with the move to the Dragon Fly/Butler property, to contact us.

Thanks to Jim Mattison, for stepping up to be our next Volunteer Coordinator. This is a very important position and we ask everyone to support Jim in every way possible. He and Connie are already working on some new programs to help PCAM grow.

Mark your calendars not only for our next member meeting on November 16th, but for the Santa Fly In on December 17th, and our annual dinner meeting/awards meeting/Board of directors election on December 21st.

Since the Air Show, we have had a number of Directors out on vacation and/or business. We will be reviewing our financials from September and October at our Board meeting on November 9th. I will plan on giving a report at our November Member meeting, as well as an update on our latest meetings with the County regarding our relocation.

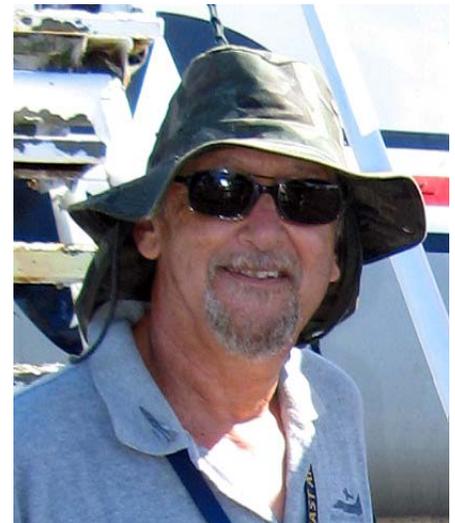
— Jim Sartain

Welcome Jim Mattison: Volunteer Coordinator

We would like to welcome aboard Jim Mattison who will be taking over as Volunteer Coordinator for PCAM. In this role Jim will be primarily responsible for keeping track of and maintaining the Volunteer Log Book so that we can maintain an accurate count of the volunteer times and properly recognize all those who contribute such significant time as volunteers in the various capacities here at PCAM.

Jim will be working closely with the Director of Museum Operations in assisting with and coordinating the following:

- Maintaining the PCAM database
- Understanding the areas of interest for volunteers
- Establishing contact with interested members desiring to volunteer for PCAM's various areas of need.
- Work closely with admin staff for filling various long term and short term administrative needs, the Gift Shop for assisting Mike Lynch in obtaining personnel, and Operations to assist the Director of Museum Operations.
- Support for Field Operations people as they work on Area 51 and the upcoming Area 52
- Providing personnel for aircraft movement for maintenance, wash rack, and display at the Air Show.
- Providing personnel for the Air Show.



Jim Mattison in his role as volunteer, tending to visitors of the F-106 Delta Dart during this year's Air Show.

This role is a critical provider of manpower support for the museum and is tasked with every major event that PCAM holds. We all welcome and thank Jim, and offer him our steadfast support. ★

PCAM at North Bay Science Festival

By Jim Sartain

On Saturday October 29, Don Callen and I picked up the trailer with our F-4 Blue Angels Cockpit Simulator at the Butler Hanger at 8:00. We transported it with Don's pickup truck to the Sonoma County Fairgrounds for the 5th annual North Bay Science Festival. PCAM has been a partner each and every year.

Marilyn Phar met us there and soon after Don and Barbara Madison and Dave Sandine joined us. Later on Julie Conklin, Julia Hochberg, C J Stephens, and Roger and Kelsey Olson also joined us. I



© Jim Sartain

The Simulator attracted a lot of attention and was great for creating awareness among the public about the Pacific Coast Air Museum. This aircraft is on loan from the National Naval Aviation Museum at Pensacola, Florida.



© Jim Sartain

C J with two young visitors. You'd never know it from the expressions on their faces in this photo, but they loved the F-4 Simulator.

want to thank them all for their support. PCAM was certainly well represented.

This event is part of the Bay Area Science Festival that also has events in the East Bay, the South Bay, and at AT&T Park in San Francisco. Its purpose is to expose young students and their families to careers in science, technology, engineering, and math (STEM). We participate in events like this as part of our mission to educate and inspire students about the world of aviation.

This year there were over 100 exhibitors at the event. It was the first time it rained but we still had a great turnout -- estimates say that about 14,000 attended. We had somewhere between 300 and 500 visit our simulator.

The event was even more memorable for us as it was C J's birthday. We gave out our Vietnam commemorative brochures at the event, which contains C J's story as an F-4 pilot in Vietnam on page 52. He autographed many, many copies, much to the delight of both kids and adults who received them.

Events like the North Bay Science Festival are important to PCAM not only in helping expose kids to the amazing world of aviation, but for promoting awareness among the public about the Museum and its educational opportunities. ✪

SH-60F Seahawk Recovery

By Mark Fajardin, Sr.

As I think back on my aircraft acquisitions I realize they all have a common thread, and that is I was always looking for something. But the Seahawk is different in that I wasn't looking for it; it found me. And what a special find she is for PCAM!

Special, because there are a lot of air museums ahead of us on the wish list for one, and currently all the Seahawk helicopters are being flown directly to AMARG Tucson Arizona for war storage with none being offered to museums. This is exactly what they did with all the CH-46 helicopters.

On November 4, 2016 at 0300 hrs. I headed out for NAS Fallon to meet my navy buddies with the Search and Rescue squadron, the "Longhorns", to begin prepping our Seahawk for transport home. First up was a maintenance class on the SH-60F to get me educated on working with the model type, and then we grabbed our tools, donned our hard hats and got to work removing all the rotor blades and securing them on the trailer for the long ride back to PCAM.



Mark struggles in the Nevada heat to remove a bolt securing a rotor blade. As he worked, he got to watch (and hear) F/A-18 Hornets practicing nearly right overhead. This aircraft is on loan from the National Naval Aviation Museum at Pensacola, Florida.

What made the day even more special is that Carrier Air Wing 8 was in town performing "work ups" for their coming deployment overseas and two of my buddies fly with VAQ-131. Our Seahawk is parked out near the end of the runway so all day aircraft were breaking right over our heads or departing in pairs as we sweated and strained to convince the Seahawk to let go of her feathers. I even watched an F/A-18 declare an emergency and land in the arresting gear. Prior to leaving I passed along my thank you gifts of wine and challenge coins to CWO4 William Gray, AMI James Flores, and Field Support Rep. Tom Rush. A very special thank you to these three men as I could not pull this off without their support, time, and energy in saving SH-60F 164456.

Our SH-60F is owned by the Naval Museum Pensacola and it is in very good external condition. The interior is another matter as it is completely stripped out because it was originally going into Fallon's air park. This turned out to be a blessing for PCAM in that if it were even semi complete Pensacola was going to take it away from us and assign it to another museum. Fortunately, I know a guy (me) that has contacts with the Seahawk program manager's office to hopefully start acquiring the interior and missing external parts to one day allow her to be an open cockpit aircraft. This will be my 10th aircraft restoration in 24 years and one I'm looking forward to as it's my first helicopter. I've assembled a small restoration crew and if you'd like to work on her just let me know.

Phase Two of the operation will have Precision Crane of Windsor, California load and transport our Seahawk home sometime in November as scheduling and weather conditions over the summit permit. A special thank you to Buddy of Precision Crane for his support in making our SH-60F acquisition a reality.

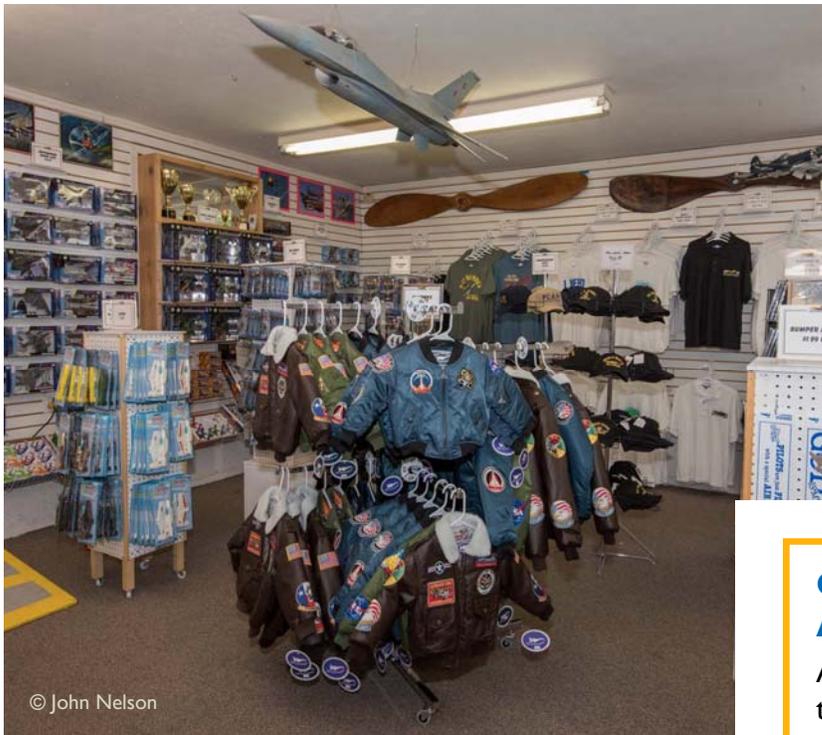
See you at the Seahawk! 🌟

Gift Shop Developments

Mike Lynch, Alan Chensvold, and the rest of the Gift Shop team have been hard at work reorganizing and redecorating the Gift Shop in preparation for the Santa Fly-In on December 17 and the rest of the holiday season. New display racks with wheels give a far more up-to-date look and enable faster reconfiguration to accommodate new stock. New product lines present fresh buying opportunities for visitors -- get a load of the new hats in the far right of the image at the bottom! Mike and the rest of us at PCAM thank the entire Gift Shop team for helping in this endeavor. ✪



© John Nelson



© John Nelson



© John Nelson

Gift Shop November News: All Toys 20% Off



All toys in the Gift Shop are 20% off through the month of November. Offer not valid with clearance items or other markdowns. ✪



A-26 Invader Restoration Photos

In the September Straight Scoop (<http://pacificcoastairmuseum.org/files/newsletters/newsletters2016/2016-September-Straight-Scoop.pdf>) Andy Werback presented a story about the restoration of the Museum's A-26 Invader. We could fit only one photo, but there is much to see. So here, in no particular order, are a bunch more that show the degree of participation and professionalism that goes into the aircraft at the Pacific Coast Air Museum. 🌟



Top right: Cody sets up the elevator for installation.

Top left: Carol, Don, and Bob prepare a wing panel, with the F-8U Crusader as a backdrop.

Above: Lots of tedious work: Larry and Carol install fabric on an aileron.

Left: Ron Stout and crew install the control surfaces.

South Korean Dignitaries Visit PCAM

On Thursday September 15, PCAM was honored with a visit from Seok Jin Mun, the Mayor of the Seodaemun-gu district of northwestern Seoul, South Korea. He was accompanied by his secretary Dae Seong Lee, and host Don Taylor at the invitation of Santa Rosa Mayor John Sawyer. Mayor Mun was specifically interested in seeing the F-86 cockpit and sitting in the A-26. F-86 Crew Chief Quincy Zlotnick provided the tour of his aircraft and Gift Shop personnel provided the tour of the A-26 and other aircraft.



Zlotnick provided the tour of his aircraft and Gift Shop personnel provided the tour of the A-26 and other aircraft.



Above: Mayor Mun (left) and Mr. Lee in the PCAM A-26 Invader.

Afterwards, Mayor Mun enjoyed test flying the Museum's new 3D virtual reality flight simulator. His simulated flights departed from KSTS, and took place around the airport. Everyone seemed to have a good time. Don Taylor, owner of Omelette Express, showed his appreciation to the museum for the personal tour by making a generous donation to the museum. We thank Mr. Taylor for his contribution. ★

Left: Mayor Mun (right) and Quincy Zlotnick view the RF-86F Sabre. This aircraft is on loan from the National Naval Aviation Museum at Pensacola, Florida.

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 ★



Two PCAM Members Receive Prestigious FAA Wright Brothers Master Pilot Award

By Peter Loughlin

Two leading figures at the Pacific Coast Air Museum have received the most prestigious award the Federal Aviation Administration has to offer. At the Volunteer Barbeque during the 2016 Wings Over Wine Country Air Show, FAA Operations FAASTeam Program Manager Jon Prater presented the Wright Brothers Master Pilot Award to C J Stephens and to Dave Pinsky. C J is one of the Museum's founding members and its current Vice President. Dave is a past Executive Director and the Museum's first Life Member.



C J Stephens receives his award from Laurie Parenteau, Inspector In Charge (FAA IIC) at our Air Show.



Dave Pinsky and his wife Betty receive the award from FAA Inspector Sarah Hughes.

This is a great honor for the recipients, and for PCAM which is proud to have both as members. The Wright Brothers Master Pilot Award is named after the Wright Brothers, the first US pilots, to recognize individuals who have exhibited professionalism, skill, and aviation expertise for at least 50 years while piloting aircraft as "Master Pilots". This 50 years can comprise both military and general aviation. Both Dave and C J have extensive military aviation experience, followed up by many years of general aviation. Only 3849 of these awards have ever been issued out of the entire population of US pilots for the past several decades, so this is a very elite group they have joined. In addition to framed certificates and distinctive lapel pins, Dave and C J's names have been added to a published "Roll of Honor" located on the FAA website at <https://www.faasafety.gov/content/MasterPilot/RecipientList.aspx>. 🌟

November in Aviation History...

On November 30, 1951, Major George A. Davis, Jr. of the 334th Fighter Interceptor Squadron, was leading a flight of 8 F-86 Sabres near the Yalu River in North Korea. They shot down several Tu-2 bombers (Davis shot down 3) when they were attacked by 24 MiG-15s. Though low on fuel, Davis rushed to help another F-86, shooting a MiG off its tail for his 4th kill of the day. Davis and the pilot he saved made it back to base with nearly empty tanks. Davis was awarded the Distinguished Service Cross. The Pacific Coast Air Museum has an RF-86F similar to the one Davis flew, though it is a later model equipped with camera pods on the sides near the nose. This aircraft is on loan from the National Naval Aviation Museum at Pensacola, Florida. 🌟



© Peter Loughlin



Last Flight Wing Meeting of 2016 a Savory Success

And C-1A Trader Maintenance

By Lynn Hunt

On Wednesday evening, October 26, members of the PCAM Flight Wing celebrated their last monthly meeting for the year by inviting all PCAM crew members to participate. Barbequed chicken and ribs were on the menu along with beans and salad. For dessert we enjoyed some of Diane Watson's delectable cherry cobbler and some delicious rocky road chocolate. Over 70 crew members and wingmen showed up and made quick work of the food and even quicker work of the desserts. Thanks to all who helped to pull it off.

The entertainment for the evening was the perfect opportunity to poke some well deserved fun at our departing Ron Stout. Several people took advantage of the opportunity to tell Ron face-to-face exactly what they thought of him. Sentiments were



Air Show Flashback

The Flight Wing of the Pacific Coast Air Museum was present in a big way at Wings Over Wine Country 2016 as its flagship, the big C-1A Trader, took to the skies for public viewing for the first time in since 2012. Pilot Lynn Hunt and Copilot Chris Brown made some spectacular low passes. We're all very proud of the Flight Wing's accomplishments.

© Thomas Belka

running strong as we collectively thanked Ron for all of his hard work and dedication to the museum. He will leave a void that will be tough to fill.

On Saturday, November 5th the dedicated C-1A crew renewed their efforts involved in maintaining our flagship. Engine runs were on the list and that's a perfect opportunity to train new members on what is involved. We have a few more opportunities to demonstrate this magnificent aircraft before the year is over. Watch the newsletter for details. ✨

Left: Some Flight Wing youngsters lent a hand in keeping the C-1A shiny and clean. One might think, from the low pass depicted above, that perhaps they were removing grass stains. But we have it on good account that it was just dirt and a few bugs.

The First People to Push the Panic Button Were Korean War Pilots

By Cara Giaimo

Reprinted from the Atlas Obscura website, November 4, 2016:

<http://www.atlasobscura.com/articles/the-first-people-to-push-the-panic-button-were-korean-war-pilots>

Editor's Note

By the time you read this, the contentious 2016 Presidential Election will be over. However, as I assemble this edition of the Straight Scoop newsletter, our fate is still uncertain and the country is embroiled in what pundits are calling "Panic Week." So one of my favorite little websites, www.atlasobscura.com, has tongue-in-cheek commemorated this little interlude with several stories related to panic. The text below purportedly describes the origin of the term "hit the panic button." Perhaps the facts it relates are correct, perhaps not. To be honest, I have not done any research into panic buttons or the terms that describe them. Maybe someone should write a dissertation, but it ain't gonna be me. Anyway, I share this for your general entertainment and/or edification. Many of you readers were in the military during the period discussed, and I'd bet a worn R-2800 piston that some of you have pertinent information to add. Perhaps you were there when "panic button" came into general use and could enlighten the rest of us. Save it for the Christmas party. On a more serious note, some of the aeronautical terms and facts are a bit oversimplified, but since this story is about everyday language and not about aviation per se, we'll give it a pass.

On March 12th, 1950, a 23-year-old Air Force Lieutenant named William M. Guinther found himself in a tricky situation. He had just flown out of Otis Air Force Base in Falmouth, Massachusetts, and his engine started sputtering. After a few minutes, it died completely.

Luckily, the young pilot thought fast. "Guinther pushed the 'panic button,' was ejected, cockpit and all, from the plane, and 'chuted down onto a cranberry bog," the Pottstown Mercury reported the next day. "The plane crashed into the sea."

These days, when someone mashes the panic button, they're usually acting metaphorically—overreacting, letting emotion trump logic, and generally freaking out. But for a little while, Air Force pilots like Guinther were equipped with actual panic buttons, a last-ditch option during dangerous flights. It's thanks to their sense of humor that this useful phrase is in the modern lexicon today

The rest of the article is worth reading. Find it at <http://www.atlasobscura.com/articles/the-first-people-to-push-the-panic-button-were-korean-war-pilots> ★



Proper use of a panic button. Note the calm demeanor of the pilot. From Wikipedia: "Capt. Christopher Stricklin ejects from his F-16 [Thunderbirds] aircraft with an ACES II ejection seat on 14 September 2003; Stricklin was not injured." (Photo: Staff Sgt. Bennie J. Davis III, public domain.)

In Case You Missed It: October 19 Member Meeting Guest Speaker: Fred Ptucha on the Tonkin Gulf Incident and the Quest for Justice in an Unjust War

By Peter Loughlin

Our guest speaker at our October 19 Member Meeting was Fred Ptucha, former US Navy Ensign. He served four tours of duty near and in Vietnam beginning in 1965, performing communications and intelligence duties. During his years of service Fred was exposed to some ugly facts about that war which changed his outlook on life and duty.

Fred originally entered the Navy because he had studied political science and history at Tufts University under an ROTC scholarship. This obligated him to military duty.

The Gulf of Tonkin Incident: Incriminating Evidence

During his first tour in 1965, he was assigned to the guided missile destroyer Joseph Strauss (DDG 16) where he had responsibility for secret and top secret communications. The Joseph Strauss had been stationed about 50 or 60 miles off the North Vietnamese coast for many months by the time he came aboard, coordinating air-sea rescue of downed pilots and performing TACAN duties (Tactical Air Navigation, or guiding tactical aircraft on their way to and from their targets). One of his first responsibilities was to go over the records of his predecessor to ensure continuity. Before long he realized he was reading what prior communications officers had recorded during the Tonkin Gulf Incident of August 1964, which had led President Johnson to the Tonkin Gulf Resolution that launched the United States on its escalation of military intervention in Vietnam. As Fred read these records, several important facts became clear.

- 1) The United States Central Intelligence Agency had been conducting clandestine "SOG 34" sabotage raids on North Vietnamese shipping and shore facilities since October of 1963. This was going on without any declaration of war.
- 2) Because of these raids, the North Vietnamese PT



USS Joseph Strauss (DDG 16) in 1968. Fred Ptucha served aboard her in 1965, and discovered important documents pertaining to the Tonkin Gulf Incident.

- boat attack on the USS Maddox (DD 731) -- which had been conducting electronic surveillance in support of SOG 34 -- was not "unprovoked" as the US Government claimed.
- 3) There was no second attack as was claimed by the United States. Instead, highly unusual weather conditions provided false radar and sonar signals to the Maddox and the Turner Joy (DD 951), making it appear as if they were under attack by enemy boats. Overflights by US reconnaissance aircraft came up with nothing. After about an hour, the commanders of the vessels concluded that no attack was under way, and stood down.
- 4) Fred's inevitable conclusion was that the entire escalation of the war was based upon the US Government's amplification of these events, and upon the lie that North Vietnam had attacked us first. Our own secret records proved there were no illegitimate actions by North Vietnam, yet our public policy was to prosecute a war against them.

This troubled Fred deeply. He requested a meeting with the captain of the Joseph Strauss during which he discussed his findings and expressed that they needed to be made public. Outcry against the war was already growing and Fred saw these secret communications as a key to reversing an immoral national policy. The captain urged him not to speak up, saying that he would be prosecuted for releasing classified secrets. This would reflect badly on his father who was a Marine Corps Colonel, and on his entire family. Fred per-

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sisted, and finally the captain said that he was seeing only a tiny part of the entire situation. If he could just see the big picture, he would understand the need for the US to be fighting as it was. This was convincing. Fred knew he was isolated from the rest of the war, and that there were things going on that he did not know and could not understand. And he was rightly intimidated by his commanding officer's opposition. Unfortunately for Fred's later peace of mind, he accepted this lie and let the matter drop. But it continued to trouble him.



Cessna O-1 Bird Dog like the ones Fred flew in over Vietnam.

A NILO Puts Boots on the Ground

Fred served out his tour and two more like it in 1966 and 1967. He wanted to leave the military because he did not want to be part of an unjust war, but his ROTC scholarship obligations prevented him. Before his fourth tour, he was sent to Vietnamese Language School and jungle warfare survival school. He was to become a NILO, or Naval Intelligence and Liaison Officer, serving the Navy on the ground and in the air in South Vietnam.

His job was to facilitate cooperation between Naval forces and ground forces. For example, if Navy ships were going to shell ground targets, he would help manage communications to get the shells on target and prevent friendly fire situations. He often flew in the back seat of an O-1 reconnaissance plane, a military version of the Cessna 170 adapted for observation.

Abuse of the local population was a special concern of Fred's. He was in an unusual position. He was an educated junior officer with access to privileged information. He was on the ground and able to see the horrors around him, but his was not a daily and dehumanizing fight just to survive. It was easier for him to retain his humanity than it was for many others. But actually doing something about crimes against innocents was virtually impossible. There was one incident in which he personally found proof of war crimes on the part of

allied Republic of Korea (ROK) troops against Vietnamese civilians. He wanted to launch an investigation, but again a senior US officer talked him out of it; his logic was that the ROK troops were the only friendlies in the area, and they supported our forces when called upon. If we report them and get them into hot water, they are unlikely to come to our soldiers' aid in the

future. So reporting a few civilian deaths at that time would result in a multiplication of deaths and torments later. Again, pressure from above and a senior officer's playing on a junior officer's fears and loyalties kept Fred's mouth shut.

Once he borrowed a Huey helicopter and its crew to investigate a rumored problem with a nearby hamlet. When airborne, they got redirected inland to retrieve two badly wounded GIs. The weather was stormy, and working their way up into the mountains felt more like a descent into the valley of the shadow of death. It was a hot landing zone, meaning it had not been secured by friendly forces and there was still fighting going on around them. They barely touched down, with the rotor still spinning, and loaded the wounded soldiers into the helicopter. They were just about to take off when up rushed a Vietnamese man and his heavily pregnant wife. Fred was the only one who spoke any Vietnamese. The man told him he wanted the Americans to take his wife and unborn child to safety. The rest of the chopper crew objected, saying they did not want any "gooks" in their helo. Fortunately, Fred was senior officer and he insisted. So the woman got in and they got out of there.

Shortly afterward, as Fred cradled his head to comfort him, one of the GIs died. His last words were, "What the f### are we doing here? They don't want us here." Fred was deeply affected. It was wrenching, and angering, and frustrating, and he was as depressed as he had ever been in his life. It was his first time experi-

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encing death so very close. He saw little reason to keep going. Perhaps to God, perhaps to himself, he muttered “Show me a reason to keep going.”

And then the woman went into labor. He helped deliver her baby at the base hospital after a 30 or 40 minute ride in that shaking and vibrating Huey. This little miracle seemed to be his answer.

Now, when things get tough, he just tells himself, “Well there’s gotta be a baby in there somewhere.”

About Fred Ptucha

All of us at the Pacific Coast Air Museum thank Fred for his service to his country, and recognize the extremely difficult positions he found himself in. After years of silence and trying to deal on his own with post traumatic stress disorder (PTSD), Fred began healing his own wounds by getting involved in peace movements, dialog between nations, and honoring our own Veterans and war dead. He carries the guilt of his silence with him, feeling that if he had just spoken up perhaps things would have been different in Vietnam. In 1986 he was part of a group that fought to bring the half-scale Vietnam Wall Memorial to Santa Rosa. A huge public success, that event helped mark the opening up of dialog about Vietnam Vets and some of their ongoing battles with physical injuries, post traumatic stress disorder, alcoholism, drug abuse, and emotional problems. Fred is involved with international peace efforts to this day, and feels our invasion of Iraq was as great a mistake as our war in Vietnam. He is a co-founder and active member of Climbers for Peace, and is active with Veterans for Peace. He is a proud husband, father, and grandfather, and prior to retiring worked as a socially responsible financial adviser. He is a president of Sister City-Santa Rosa-Chekasy. He enjoys spending time with his family and participating in outdoor activities, especially running, cycling, kayaking, skiing, hiking, and backpacking. ★



November 16 Guest Speaker:

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

There is very little in 21st century California that has not been touched, if not shaped, by Henry Kaiser. His more than one hundred corporations around the world became



examples of how corporate good could be attached to social progress. 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, November 16, 2016, 7:00 p.m.
Columbia Distributing.
3200 N. Laughlin Road. Santa Rosa, CA
Cost: Free for Members and Guests. ★

2016 Elections for Board of Directors

Each year three members of the Board of Directors are elected to serve three-year terms. The terms of directors Sartain, Hayssen, and Werback will expire December 31, 2016. Andy Werback has announced that he will seek re-election but Jim Sartain and Art Hayssen have “termed out” and are ineligible to run. Elections will be completed during the next few months. Two of the directors will be elected by the membership and one will be elected by the Board of Directors.

Our Bylaws require that candidates for the board of directors be *General Members at the time of nomination*. Before or after nomination, the Nomination Committee will determine whether candidates are qualified to serve. (Incumbent directors are presumed to be qualified and their candidacy is not evaluated by the Nomination Committee.) In making its determination the committee considers at least the following:

- Is the candidate a General Member?
- How long have they been a member?
- Why do they want to serve as a director?
- How do they see the position of director?
- Have they ever served as an officer or director of any non-profit organization?
- Are they presently serving as an officer or director of any non-profit organization? If so, how long have they served and what office do they hold?
- What is their present or former employment?
- Will they be able to regularly attend board meetings?
- Will they be able to regularly attend member meetings?
- Will they be able to commit at least a few hours per month to Museum business outside of the meetings?
- Will they be able to assist at the air show?
- Do they have ready access to email?
- What qualities do they possess that will make them an asset as a director?
- Does the candidate appear to be someone who will be able to get along in a group of eight other strong personalities?
- Is the candidate willing to assume responsibility for a major project or division of the Museum?
- Does the candidate understand the board’s policy concerning conflicting interests?

To be elected, a candidate for director must be nominated. This includes incumbent directors. Nominations may be made in one of three ways:

- You may nominate yourself.

- You may nominate another.
- The nomination committee may nominate one or more candidates.

The nominations may be in the form of a written nomination, on a form provided by the Museum, or verbally, no later than at the November 16 2016 general meeting, 7:00 pm, at Columbia Distributing, 3200 N. Laughlin Road, Santa Rosa, CA.

All candidates will be given an opportunity to make a brief verbal campaign statement during the November 16 general meeting.

If you intend to run for election or intend to nominate someone else, please be sure to do so no later than the end of the time provided at the November 16 meeting. *If you intend to nominate someone else please discuss it with them first as they must be willing to explicitly accept the nomination, either in writing or verbally at the November 16 meeting.*

After the time provided for nominations has passed, the Nomination Committee will complete its evaluation of all candidates who have accepted nomination. Those candidates who are deemed qualified will be so notified and included on the ballot.

Each candidate appearing on the ballot will be given the opportunity to submit a written statement to be included with the ballot. *Submission of the statement must conform to these rules:*

- You must submit your statement no later than 5:00 p.m., Wednesday, November 16, 2016.
- All statements must be *submitted via email*, to admin@pacificcoastairmuseum.org.

Statements may not exceed 100 words, including your name. If over 100 words, only the first 100 words will be printed. You may use any legible style of font, not greater than 12. Other than adjustment for font size and the 100-word restriction, your statement will be printed as submitted.

If you are considering being a candidate, you are urged to prepare this statement now as it will be of help in making your verbal statement at the November 16 meeting.

If you have any questions concerning the nomination or election process, please call President Jim Sartain at 707-799-0912 . 🌟



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
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- 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

November 2016

Open Cockpit
November 19-20, 2016
Acemaker Weekend
Trainers: T-33 Shooting Star,
T-37 Tweet, T-38 Talon

REMEMBER THESE DATES

November 16, 2016	7:00 p.m. - 9:00 p.m.	PCAM Member Meeting at Columbia Distributing
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

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