



STRAIGHT SCOOP

PACIFIC COAST AIR MUSEUM

Volume XXI, Number 9
September 2016



WINGS OVER WINE COUNTRY AIR SHOW SEPTEMBER 24 & 25, 2016

GET TICKETS NOW!

<https://wingsoverwinecountry.org/buy-tickets/>

Volunteer and get in FREE.

We still have lots of great volunteer opportunities. Work a few hours and see the show for free. **Sign up online:**

<http://www.signupgenius.com/go/5080945a9af2fa64-volunteer/>

Mandatory Volunteer Meeting Wednesday Sep. 21 on the PCAM patio:

- 5:00 p.m. - Wrist band handout. *Volunteers need wrist bands to park for free!*
- 6:00 p.m. - Orientation and safety briefing. ✪

Canadian Forces CF-18



©Richard Guyon

These are just a few of the spectacular performers you will see. Remember, volunteers see the show for free. Or, buy your tickets online at www.wingsoverwinecountry.org/

USAF Wings of Blue Skydivers



© John Nelson

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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

Air Show Promotion and Prep

The 2016 Wings over Wine Country Air Show is fast approaching September 24th and 25th. We are still encouraging ALL Members to help spread the word. Signs will be going up shortly and the ads will also start accelerating soon.

All Air Show Volunteers – please remember to attend the orientation/safety meeting on Wednesday, September 21st at 5:00 at the Museum. There will NOT be a Member Meeting that night. Wrist bands will be distributed to all teams that night as well.

Museum Volunteers Needed

We are still in search of volunteers to fill four key positions: **Safety Officer, Business Development Coordinator, Education Coordinator, and Exhibits Curator** (to train with Mary Jane). Please contact Connie if you have an interest in any of these positions or know someone who might. The Gift Shop would also welcome more help. There are many days when they are shorthanded. Contact Mike to help out.

Relocation to Dragonfly/Butler

We have the three new containers (four counting Lynn's old one) down at Area 52. Plans to start using them are under way.

Oral History Program

Our new Oral History Team has interviewed 13 veterans since February. Most have been WWII Vets with a few from Vietnam and Korea. I want to thank John, Alan, Marilyn, Carol, Nancy, and Andy for their outstanding work. *This is an extremely important program for PCAM.*

Events

The 2016 North Bay Science Festival will take place **Saturday, October 29** at the fairgrounds. We will have our F-4 Blue Angels Cockpit on display again this year. We can still use some additional help to staff it. The gates are open from 10:00 to 4:00. It would be great to have several teams so we can split up the time into 2-3 hour shifts. Let me know if you can help.

Also, mark your calendars for **Wednesday, November 9th**. That's the day of the annual Veterans Luncheon at the Veterans Memorial Building. It's from 11:30 to 1:30. This will be the 16th annual luncheon and the first, I believe, to be held on a Wednesday. The reason for this is that the next day is the Birthday of the US Marine Corps and the local groups always celebrate that as well.

Please Pause and Remember

In closing, this **Sunday September 11th** marks the 15th anniversary of the 9/11 attacks in New York City, Washington DC, and in Pennsylvania. We all remember that day. Please pay tribute to the over 3,000 lives that were lost that day. If you're in the area stop by the museum – Our F-15 (MA 102) was the first plane scrambled after the first tower was hit. Lt Col. (now Col.) Tim Duffy was the pilot. He and his wife, Kim, visited us shortly after the plane arrived here at PCAM.

Gala Fundraiser Sept. 23: Tickets Going Fast

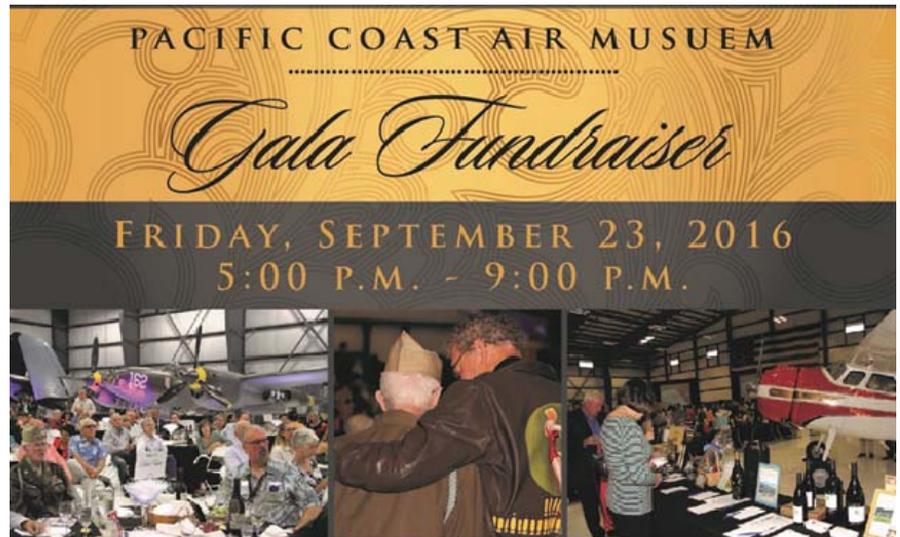
By Julie Conklin

The Pacific Coast Air Museum Gala on Friday September 23rd is nearly sold out—only about 50 spots remain, so if you want to attend, now is the time to get your tickets!

We need help selling raffle tickets for the “Check Ride of a Lifetime”

Contact Julie Conklin (707-486-4914) to get raffle tickets to sell. The winner of the raffle will be announced at the Gala and will win 3 different check rides in 3 different planes—a PT-13 Stearman, a T-6 Texan and a P-51 Mustang, along with a personalized flight suit. Raffle ticket sales are limited to 100 and are \$100 each. The winner does not need to be a pilot nor be present to win but it is always more fun when the winner is present!

You or someone you know can be one of about 225 Pacific Coast Air Museum supporters enjoying drinks, dinner and auction bidding in the new Sonoma Jet Center hangar to further PCAM’s mission to **Educate** and **Inspire** both young and old, to **Preserve** historic aircraft and artifacts and to **Honor** veterans. There will also be a brief update on PCAM’s vision for our new museum location. **For gala tables or tickets and for raffle tickets, contact Julie Conklin at PCAMgala@gmail.com or call 707-486-4914.**



Online you will find the gala under Events on the PCAM website at www.PacificCoastAirMuseum.org/events/gala-fundraiser

This is an opportunity for PCAM to raise much-needed funds for ongoing museum operations and our future relocation, and to educate prospective donors about PCAM.

This event is made possible by donations from our sponsors including Syar Industries Foundation, Sonoma Jet Center, Jackson Family Wines, Rodney Strong Wines, Windsor Dental Group, JDH Wealth Management, Sanderson Ford, Merrill Arnone & Jones, Exchange Bank, County of Sonoma and Accent Printing. These and other sponsors underwrite most of the costs associated with the event. 🌟



RAFFLE TICKET FOR THE CHECK RIDE OF A LIFETIME
CHANCE TO FLY A STEARMAN, A T-6 TEXAN AND A P-51 MUSTANG
\$100 PER TICKET - ONLY 100 TICKETS WILL BE SOLD!

CONTACT PCAMGALA@GMAIL.COM OR 707.486.4914 FOR TICKETS

Flight Simulator Open for Business

Fly an F-15 Eagle, P-51 Mustang, A-10 Thunderbolt II and Others!

By Peter Loughlin

The flight simulator crew has completed the finishing touches and is now welcoming users to a phenomenal three-dimensional flying experience. This thing is incredible. It's run by a powerful PC computer with a lot of graphics processing power for a very realistic representation of real flight. This is not just a video game. This is actual flight simulation.

I got to test fly it a few weeks back and could hardly think about anything else the rest of the day. It uses sound, vibration, and vision to trick your senses into believing you're actually moving, spinning, and turning. During an F-15 simulation I did some steep turns and rolls and felt my senses lurch as they tried to compensate



Above: A former A-10 Thunderbolt pilot flies a simulation of the A-10 Thunderbolt. Here, he's coming up under a KC-135 tanker for refueling. The monitor on the wall shows in real time what the pilot sees so friends and family can see what's happening.



for the motions my eyes were picking up. Subtle vibrations add to this, and indicate when certain things happen like afterburners kicking in or landing gear extending. One PCAM member who is an experienced pilot actually experienced vertigo after a number of simulated loops. It has to be experienced to be believed and appreciated.

Eight volunteers operate the Simulator and show each person how fly this amazing machine.

Simulator Hours and Price

The simulator is open from 12:00 - 4:00 p.m., Wednesday through Sunday. The introductory fee is \$10 for 30 minutes of flying in some pretty exotic airplanes. Currently we have the option of F-15 Eagle, P-51 Mustang, Mig-15, and A-10 Thunderbolt II (also known as the Warthog).

Come on down and try your hand! ★

Left: The Flight Simulator is set up in a real aircraft fuselage. The rudder pedals, throttle, and control stick are commercial products created specifically for flight simulators. A full 360-degree three-dimensional experience is provided by 3D goggles, as shown in the photo above.

Progress Report on the A-26 Invader

By Andy Werback

It has been about three years since the last Work Report on the A-26, and a lot had been accomplished up to then. The airplane had been pretty much assembled after being recovered from a field (where it was used as a source of spare parts), engines were hung, the bomb bay doors were opened up (recovering from its water bomber configuration), a new instrument panel fabricated and installed, cockpit cleaned and painted, and many other little “details”. When I started, the repairs to the left aft wing spar were just being completed and the wing panels were being reinstalled. The rudder had been re-covered and installed. Many volunteers pitched in to make this happen. It’s a pretty exciting project.



Bob Gutteridge and Carol Lawson prep the aileron hinges.

Since then, we have continued to add the few remaining pieces, reconfigure the bomb bay to be closer to original, install control cables, close up and reinstall many inspection covers and wing skin panels, and spend some time making the exterior look a little better.

The “few remaining pieces” were mainly the ailerons, elevators, and trim tabs. These pieces were in various states of repair. We selected the parts that were in the best shape, located the various hinges, fabricated one new hinge, and spent the better part of nine months cleaning, priming, installing Ceconite fabric, forming and gluing the fabric or anchoring it with metal strips and rivets, taping all the ribs and leading/trailing edges to recreate the original configuration, then applying several coats of nitrate and butyrate dope.

Finally, with much grunting and groaning, a few pinched fingers, and long moments of hold it right there! while we tried to line up the hinge bolts, we were able to reinstall these pieces and have a “functionally” complete aircraft. While some of us were working on the fabric, others were removing the fuel cells and putting the skins back on the engine nacelles. Very tedious work, as most of the nut plates were thoroughly corroded, and many needed replacement, plus the thin skins in this area had been walked on over the years and were pretty beat up, so some patience was needed to work them back into place. But this all resulted in visible progress!

In addition to the fabric work on the ailerons, we also needed to replace one of the aluminum fairings. A new one was molded from carbon fiber and painted to match. Hopefully it will not corrode anytime soon. If anybody wants to practice, there are a few more that could use replacement.

As part of the team effort installing the elevators, we also installed the “Christmas tree” assembly in the tail – this complex casting allows two pairs of elevator control cables to connect to the elevators, which are installed separately since they have about ten degrees of dihedral. Earlier this year, we located or made most of the control cables, borrowed Lynn Hunt’s swaging tool (the right tool for the job), and hooked up the elevators, rudder and ailerons to the control yoke and rudder pedals. Not so simple as it sounds, as there are many pulleys and intermediate assemblies through which we had to string the cables, and then swage on the end

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pieces. Since the documentation was a little vague on the exact details, we also snuck a peek at Vine Jet's nicely restored A-26 to see how it's actually done.

The other big effort was in the bomb bay – Ron Stout had located a kit of bomb bay parts, but that was just the beginning. In order to remove the existing hardware, of course many of the fuselage skins and wing fairings had to come off so we could drill out dozens and dozens of rivets. But the new bomb rails, racks, and electrical control panels went in pretty nicely, along with fabricating a few of the hooks that hold the bomb racks. Once completed, the bombs were installed on each rack. Fabrication and installation of the door opening and closing assembly is slated for a future date.

Other changes are much more noticeable. Missing structural pieces in the bombardier's section were painted and installed. Wing tip inspection panels were painted and installed with new nut plates, and dozens of bird and wasp nests were removed from these portals. The cockpit Plexiglas was cleaned and polished. Glenn, Jason and Matt from Sonoma Jet Center prac-

ticed their aluminum polishing technique on the engine nacelles (Wow! Thanks!). Markings on the left side of the tail were painted to match the City of Santa Rosa's configuration. The yoke was removed, sanded and restored to nearly new condition. Covers are being fabricated for the ammunition bays on top of the wing. A mounting frame and fabricated machine guns were made for the gun turret. The cowlings were removed to allow the engines to be cleaned and repainted. The two-page "to do" list doesn't seem to be getting shorter since the crew continually finds new items that need to be repaired, fabricated, painted and/or installed.

Many thanks to Ron for his years of leadership and organizing parts and information. Many thanks to all of the Museum volunteers for all that you do! We couldn't do it without you.

PCAM volunteers contributing to these efforts over the past three years include Ron Stout, Dale Miller, Michael Elliot-Jones, Rick Elwood, Dane Whitmire, Carol Lawson, Andy Werback, Larry McCormick, Bob Gutteridge, Quincy Zlotnik, Don Madsen, Cody Harrington, Bob DeBiasio, Don Callen, Mike Fenn, Matt Parry, and new members Kevin Allen and Tim Talbert. 🌟

Gift Shop September News: Volunteer Gift Shop Staff needed!

The Gift Shop is in need of volunteer staff. It's a fun, low-pressure job and you get to meet all the interesting people who come to visit... Veterans, pilots, and loads of folks who just like airplanes. You'll run the cash register, help stock the shelves, and answer our guests' questions. No experience? No problem! We'll train you! At right, part of our volunteer staff is all smiles on the most recent Hot Dog Thursday. To join this great team, contact Gift Shop Manager Mike Lynch at 707-575-7900 or email them at giftshop@pacificcoastairmuseum.org. 🌟





By Lynn Hunt

It's appropriate that PCAM acknowledges the passing of aviation pioneer Edward Maloney. Ed opened the very first air museum west of the Mississippi in 1957 and is solely responsible for saving several one-of-a-kind aircraft. Through Ed's foresight and inspiration the Planes of Fame Air Museum now boasts one of the finest collections of rare and historic aircraft in the world.

Ed was born in Pomona, Ca. one year to the day after Charles Lindberg landed in Paris. Aviation was everywhere as he grew up. Radio shows, ads during radio shows, cereal boxes, toys – aviation was new and exciting and it inspired him. He built models with his brother Bob and took them to the fair to exhibit. He attended Pomona Valley High where he met the love of his life, Louise Bromley. He joined the Civil Air Patrol while in high school during World War II to get pilot training but the war ended before he finished. He joined the ROTC in college and graduated in 1952. He married Louise and

raised four children and The Air Museum with her. It was simply named The Air Museum because it was the first of its kind on the West Coast. Incredulous that aircraft were being scrapped without any thought to preservation, Ed set out to save as many as he could. Over the years Ed rescued over 200 aircraft from the smelter. Ed was inducted into the Experimental Aircraft Association Hall of Fame in 2001.



Of equal importance to saving aircraft, Ed touched the lives of many, many people, instilling within them the appreciation of preserving aircraft so as to inspire and educate future generations. The founding of PCAM was heavily influenced and inspired by Ed's work and PCAM continues to enjoy a special relationship with Planes of Fame. You will be able to appreciate Ed's handiwork at this year's Wings Over Wine Country Air Show as several of Ed's aircraft will be in attendance. Thanks, Ed. We remember you. 🌟

September in Aviation History...

On September 11 2001 when Al Qaeda terrorists crashed hijacked airliners into the World Trade Center and the Pentagon, and also targeted the Capitol, there was no knowing what other threats might be in store. To protect the New York area, two F-15 Eagles from the 101st Fighter Squadron were scrambled from Otis Air National Guard Base in Massachusetts. They patrolled over New York for the rest of the day, their pilots prepared to shoot down unauthorized aircraft should the need arise. The Pacific Coast Air Museum is honored to have in its collection "First Responder" F-15A #77-0102, the lead plane flown that day by Lt. Col. Tim "Duff" Duffy. This aircraft is on loan from the National Museum of the United States Air Force. 🌟





Commonwealth Skyranger Joins Flight Wing C-1A Trader to Fly at Air Show

By Lynn Hunt

PCAM's Flight Wing has recently taken delivery of another historically significant airplane. Once destined for arrival by air after flying from its home in Montana, a small crack in the engine case resulted in a change of plans and a delivery by truck instead. The aircraft is in beautiful condition and will be returned to air-worthy condition once the engine is repaired. As an interesting side note the Commonwealth Skyranger is actually a younger sibling to our Rearwin Sportster with the merger of the two companies after WWII. We will begin immediately taking the necessary steps to return it to the air. Keep an eye out for it. What a cutie!!

The Flight Wing will have a substantial presence at the upcoming WOWC Air Show. You can expect to see our magnificent Grumman C-1A take to the air. We will also have several static display aircraft available for review and we will be selling off some of the memorabilia we have collected over the years. Please plan to drop by and visit during the show. ✨



Above: The last time the C-1A Trader performed for the public was in 2012 at the Wings Over Wine Country Air Show. It'll be flying again this year, September 24 & 25!



Above: Lynn Hunt, Charley Taylor, and others unload the Skyranger. As with so many Flight Wing donations, its engine is the trouble. Everything else is pretty good. But that's largely what the Flight Wing is all about... taking old aircraft that might be destined for scrap and turning them into flying showpieces.

World War II and Korean Era Vets Visit PCAM During Hot Dog Thursday

PCAM recently had the honor of hosting several World War II pilots, and one post-WWII pilot at the August and September Hot Dog Thursdays (HDT). Most were able to view all of the museum's aircraft via the PCAM golf cart.

Honored guests in August included World War II P-47 pilot Eddie St Germain and his son Ken, and Jim Reed, a post-WWII pilot who flew the T-33, T-39, C-119 Boxcar and KC97 tanker, and served 1000 hours in Vietnam. Jim's son Doug was also present. Jim's book **Turning Final: A Life Complete** can be purchased in the PCAM Gift Shop.

Honored guests during the September HDT included Rollie Barton, who flew over 100 hours in P-51s from a base in Italy during WWII and his wife Irene, Darrel Shumard, a P-47 pilot and POW in Germany during WWII, and Doug Eastman, a P-47 pilot who flew missions from St Dizier, France over France, Belgium and Germany.

The PCAM Oral History staff is interviewing these special aviators for the Library of Congress Archive program, and for the PCAM educational video library archives. PCAM is very fortunate to have the opportunity to celebrate these heroes from what TV journalist-Tom Brokaw called "the greatest generation". ✪



Left to right: Irene Barton, Rollie Barton, and Darryl Shumard got an extended tour that included a look at P-51 Mustang Red Dog XII.

Below, left to right: Jim Reed, Darryl Shumard, Rollie Barton, Irene Barton, and Doug Eastman



Air Show Flashback

The 2012 show brought us a USAF A-10 Thunderbolt II, which flew a Heritage Flight with a P-51 Mustang. This year we'll have plenty of warbirds, plus, a USAF F-22 Raptor, a CF-18 from our neighbors up north in Canada, and a US Navy F/A-18 Super Hornet! The jets are back, in a very big way!



© Peter Loughlin

In Case You Missed It: August 17 Member Meeting Guest Speaker: Bob Broadus on Hueys in Vietnam

By Peter Loughlin

Our guest speaker at our August 17 Member Meeting was Bob Broadus, PCAM member and former US Army Huey Crew Chief and Door Gunner in Vietnam. Bob shared a lot of photos of his experiences in Vietnam and told the story of being reunited with his old helicopter again, 45 years after he last flew in it.

At the time Bob was drafted into the Army in January 1969, he was already an airframe and powerplant mechanic on working fixed-wing aircraft. With true military wisdom, they assigned him to work on helicopters instead. He finished advanced helicopter school at Fort Eustis, Virginia in 1969 and found himself in Vietnam with the 56th in early July.

His unit's job was recovery. When a helicopter or fixed-wing plane had been shot down, combat units would secure the area around the wreck. Then Bob and his group

would fly out with a UH-1H Huey to retrieve it. If the wreck was larger, other teams would retrieve it with a much bigger CH-47 Chinook, or the massive CH-54 Tarhe (better known as a Skycrane). Bob and his Huey group were also tasked with the unhappy duty of retrieving the remains of dead soldiers and aircrew. Bob was assigned to the Hueys in the outfit. He spent most time with #68-16411, or simply "411".

Amazingly, 411 survived the war and many subsequent years of service. It now resides in the Pacific Aviation Museum on Ford Island in Pearl Harbor, Hawaii. Bob was reunited with 411 in 2015.

Read this blog entry for a description of how Bob found out about his old ship, went to Hawaii, and confirmed its identity:

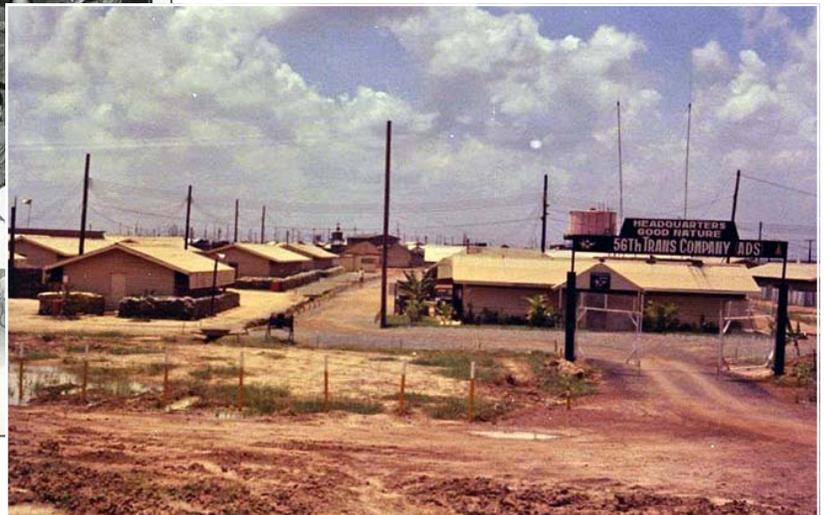
<http://www.pacificaviationmuseum.org/pearl-harbor-blog/the-mystery-of-huey-411>

The following photos tell part of his Vietnam story.



Above: Bob's Advanced Helicopter class. The sides of this hangar are lined with a couple dozen Hueys, though they are kind of hard to see in this photo. Bob is right in the center, at the red circle.

Below: Bob's base was Long Thanh North Bearcat, an airfield with runways and facilities for large fixed-wing aircraft and helicopters. The perimeter had been cleared of trees to provide clear fire against Viet Cong and North Vietnamese attackers. It rained a lot and warm, moist, muddy conditions were the norm. The photo below shows only part of the very large base, including the headquarters building at right and a water tower behind it.



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Above: The base perimeter was surrounded by an earthen berm, into which were placed bunkers every 20 or 30 feet and regularly spaced guard towers. The base was under regular rocket attack day and night and the bunkers provided instant cover



Above: At left is 411, Bob's UH-1H Huey. The 56th Recovery Unit emblem is painted on the nose. At right is #381, the unit's other Huey. 411 was fairly new, and Bob was only its second Crew Chief when he took over in December 1969. He later got checked out to fly the Huey as co-pilot and logged about 50 hours.

Right: The Door Gunner's view. The circles on the ground are water-filled bomb craters.



Above: Bob stands next to his position on the aircraft. His machine gun is to his right, pointed down. His right elbow is resting on one of the extra-large ammo cans the crew installed.



Above: The view from the Door Gunner's position, looking forward. In a helicopter, the pilot sits on the right. In a fixed-wing airplane, the pilot sits on the left.



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Above: the Door Gunner's view and his guns. For a while, they tried increasing firepower by doubling up the M-60 machine guns as seen here, but it did not work well so they returned to singles.



Above: This the actual waterproofed map that Bob used in Vietnam 46 years ago, still showing the red lines Bob drew on it during some of his missions. Interestingly, one line shows he was all the way up in Cambodia, which at the time was forbidden territory. It was later revealed that the US Military was illegally conducting missions in Cambodia. Bob does not remember the vast majority of his missions, including any to Cambodia.



Above: Recovery. A Huey hovers over an O-1 Bird Dog that made a bad landing back at base and collapsed its landing gear. A lifting harness has already been attached to the damaged plane and the man on the wing has attached the Huey's lifting strap to it. Few recoveries were this safe; many were made under fire or in areas that had just been cleared of enemy soldiers. The first recovery helicopter to the scene would perform dustoff, which was the rescue of wounded soldiers or aircrew. The second chopper would recover the downed aircraft or other equipment. Bob's job as Door Gunner was to shoot back at the enemy if the recovery ships came under fire.



Above: Recovery. A Chinook carries a damaged Cobra gunship. In lower right you can just make out a drag parachute which was attached to the wreck to keep it from spinning in flight. Chinooks were used for heavier loads like this one. The countryside in the background is typical of the parts of Vietnam where Bob served.

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Above: Recovered Hueys back at the base maintenance depot. Many were shot down and many made forced landings for various reasons. Bob speculated that the extent of damage to these means that fatalities were likely. Damaged aircraft were evaluated and repaired if possible, but typically not cannibalized for parts. Badly damaged Hueys were shipped back to Bell Helicopter in the States where they were either rebuilt or scrapped.



Above: Huey electronics were maintained and repaired on board ships in Yung Tau Bay. It was a welcome break to fly to one of these floating depots, where the food was hot and good and they were well away from the shelling and rocket attacks.



Above: In 2015, Bob visited the Pacific Aviation Museum on Ford Island in Pearl Harbor, Hawaii. That museum houses Bob's old helicopter #411. Bob had heard they might have it, and with the eager participation of the museum's staff, he researched the serial number and everyone concluded to their satisfaction that this is indeed #411. The museum's staff graciously allowed him to climb aboard. Here he is, sitting in his old Door Gunner's seat exactly 45 years (to the day) after he'd flown a mission in Vietnam in that same seat. He said it was a very strange feeling, very eerie.

About Bob Broaddus

Bob does not remember most of the missions he flew, and many Vietnam veterans say that's a blessing. But he remembers enough of the flying and the recoveries and life on base to give us a very engaging presentation studded with many telling photographs. All of us at PCAM thank Bob for his service to his country, and for sharing his experiences with us.

Bob grew up in Ukiah, CA and graduated from Ukiah High School in 1966. He received his AA and Federal Aviation Administration Aviation Mechanics licenses. After his 14 months of combat with the Army, Bob finished up college on the GI Bill at Sacramento State. In 1973 he began work as an aircraft mechanic for Nation Flight Service here at the Charles M Schulz - Sonoma County Airport. He obtained his single and multi-engine commercial pilots licenses with instrument rating and flew as a part time corporate pilot.

There is **no member meeting in September**, due to preparations for the 2016 Wings Over Wine Country Air Show, September 24-25. The next member meeting will be October 19, at Columbia Distributing. 🌟

Hot Dog Thursday October 6

Last Hot Dog Thursday of 2016

Join us for the next Hot Dog Thursday (and the last one in 2016) on **October 6**. \$5.00 (\$4.00 for members) gets you admission, a large hot dog, chips, and soda or water. Hot Dog Thursday is an important fundraiser for the Museum, and also a fun social event.



Firehouse Chili will be available for \$1.00 a bowl. You can scoop a bit of chili onto your 'dog for free, turning it into a chili dog! Ice cream will be available for \$1.00 too.

And we always have an airplane or two open for climb-aboard to keep the kids (and curious adults) occupied. We also set up shade awnings so there is plenty of shaded space in addition to our covered patio. Come on out!

We are grateful to these sponsors whose generosity makes the August Hot Dog Thursday possible:

- [Platinum Chevrolet](#)
- [Double Eagle Financial](#)



Dad and Daughter at the September Hot Dog Thursday. This little one really liked the airplanes and watched intently as they flew past. She thought the hot dogs were pretty good too.

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

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>

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Mike Lynch	707-575-7900
Guest Speaker Coordinator	
Charley Taylor	707-665-0421
Dir. of Business Development	
Roger Olson	707-396-3425
Membership Records	
Mike George	707-575-7900
Sunshine & Sympathy	
Diana Watson	707-578-6883
Planned Giving Coordinator	
Barbara Beedon	707-695-3683
Oral History Program	
John Nelson	707-239-1002
Alan Nelson	
Volunteer Coordinator	
Position Open	
Vol. Coordinator: Air Show	
Anita Forbes	415-987-4163
Volunteer Chair Emeritus	
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

September 2016

Open Cockpit
September 24-25, 2016
Wings Over Wine Country Air Show
*Come to the Air Show and sit in the cockpits of
several historic aircraft.*

REMEMBER THESE DATES

September 21, 2016	6:00 p.m. - 7:00 p.m.	Mandatory Air Show Volunteer meeting at PCAM NO MONTHLY MEMBER MEETING
September 23, 2016	5:00 p.m. - 9:00 p.m.	Gala Fundraiser at Sonoma Jet Center Hangar
September 24-25, 2016	10:00 a.m. - 4:00 p.m.	Wings Over Wine Country Air Show
October 6, 2016	11:30 a.m. - 1:00 p.m.	Hot Dog Thursday - Last of the season
October 19, 2016	7:00 p.m. - 9:00 p.m.	PCAM Member Meeting at Columbia Distributing
October 29, 2016	10:00 a.m. - 4:00 p.m.	North Bay Science Festival
November 9, 2016	11:30 a.m. - 1:30 p.m.	Annual Veterans Luncheon at Santa Rosa Veterans Bldg.
November 16, 2016	7:00 p.m. - 9:00 p.m.	PCAM Member Meeting at Columbia Distributing

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