



Meet Our Veterans: Honoring World War II and Korean War Veterans

Saturday, May 27, Memorial Day Weekend. Free Admission.

On Saturday, May 27th from 10 am to 2 pm PCAM is proud to host "Honoring World War II and Korean War Vets: Meet Our Veterans". This event is being held Memorial Day weekend as our tribute to these living historians. Many of them have already been interviewed for the Library of Congress archives by the PCAM Oral History Team.

Admission for this event is free. Visitors will enter at the main PCAM Gift Shop entrance area. Food and beverage will be available for purchase, there will be swing dance demonstrations, vintage aircraft and Jeeps on display, activities for the younger set, and plenty of time to get to know our local Veterans. Helico Sonoma, local helicopter charter, tour and flight training company, will be on hand selling helicopter rides. Please go to the PCAM website Events section for the most current information about the Veterans who will attend, as well as all the activities planned.

Students and other interested parties will be able to speak directly with local Veterans who were pilots, navigators, paratroopers, ship's gunners, bomber gunners, WAVEs, radio operators, and map interpreters. Some of them flew P-47 Thunderbolts, P-51 Mustangs, B-17 Flying Fortresses, P-38 Lightnings, TBM Avengers, B-24 Liberators, and T-33 Shooting Stars. We are adding more all the time.

In addition to the Veterans, there will be vintage military

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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

Great things are starting to happen at the Pacific Coast Air Museum.

The rains are beginning to show some mercy and letting the bright California sunshine return. During the dark and stormy winter months many Museum members and staff have been working hard to make 2017 a busy and progressive year. Just looking at the schedule of events that are lined up is impressive. We have seven Hot Dog Thursdays on the books. These are always fun and very popular events. We will be participating in the Rose Parade in Santa Rosa which will help PCAM get good recognition and keep our name in front of the local population. Big things are happening due to our Education Team's effort to put on aviation themed programs with the local grammar schools. Our Flight Wing team is working with youth groups to give them hands-on experience in aircraft maintenance and operations.

On May 27th we have a very big gathering of WWII and Korean War Veterans at the Butler Hangar where the public can meet and visit with them. There will be tables and refreshments where you and your friends can relax and talk personally with pilots and a variety of experienced military people from America's Greatest Generation. See page 1 of this newsletter for details.

On July 15th there will be a large car show that will draw from some of the car clubs around the area. This has been very successful in the past. See page 7.

Our education program provides an opportunity for some Scouts to earn credits toward higher scouting awards. We are holding Boy Scout Aviation Merit Badge classes on May 20 and October 7.



Our Meet Our Veterans event, May 27 will bring together World War II and Korean War Veterans so you can meet and talk with them. This is Drury "Mac" McCall, who flew F4F Wildcats and F4U Corsairs in the Pacific in World War II. He and many others are slated to be there.



The PCAM Wheels & Wings Car Show is scheduled for July 15. This family-friendly event will involve dozens of muscle cars, classic cars, hot rods, and performance automobiles from several local car clubs. You won't want to miss this!

There is a new plane in town! In case you missed last month's issue of the Straight Scoop, we received a donation of a SIAI-Marchetti SM-1019. The plane is in flyable condition and is configured with amphibious floats. The plan on exactly how to best use this recent acquisition is still under study.

We have emptied and returned to the county one of our half-hangars, which saves us some money.

All of our events will require help from our volunteers. Please, everyone, step up and help out. We can't do it alone.

— C J Stephens
President, Pacific Coast Air Museum

First Hot Dog Thursday of 2017: April 6



The good weather is here (or on its way, at least), the grass is growing, and the first Hot Dog Thursday of the season takes place April 6. What more could you ask for?

Join us on the Museum grounds between 11:30 and 1:30. \$5.00 covers your admission, a large hot dog, chips, and soda or water (\$4.00 for Museum members). Garnish your hot dog with a scoop of chili for free. Ice cream bars and bowls of chili are available at an additional charge.



Grillmaster Stan King tends to his charges at a past Hot Dog Thursday.



We always have an aircraft or two open for climb-aboard at Hot Dog Thursday.

Hot Dog Thursday is an important fund raiser for the Museum, and a pleasant way to get out of the office for an hour or two.

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We would like to thank [Silveira Buick-GMC](#) and [Accent Printing & Design](#) for sponsoring the April event.

The folks at Silveira will be bringing a couple of their latest-model cars for you to admire.

If you would like to sponsor a Hot Dog Thursday, contact Doug Clay 925-997-2774 or dougclay@gmail.com ★

April in Aviation History

In mid-April, 1961, Cuban exiles funded and armed by the US Central Intelligence Agency attempted to seize communist Cuba from dictator Fidel Castro. The story is long and complex, but the invasion, which targeted *Bahía de Cochinos* (Bay of Pigs), was defeated. The communist Cuban air force (FAR) was armed in part with US aircraft that had equipped the prior US-friendly Cuban government. This included several T-33 Shooting Star jet trainers. The Cubans armed these planes with machine guns, bombs and rockets. They were used to great effect, shooting down some of the invaders' aircraft and doing major damage to the ships of the invading fleet. They played a significant role in repelling the invasion, and thus setting the stage for the subsequent Cuban Missile Crisis and the tense political atmosphere of the Caribbean theater in the following decades. The Pacific Coast Air Museum has a T-33 in its collection similar to those the communists used to defend Cuba. ★



Getting to Know You

The Hot Dog Thursday Team

By Barbara Beedon

The wait is over, Spring is here. Even though the weather doesn't seem to agree, here at PCAM, we are eagerly lighting the BBQ for another great summer of delicious Hot Dogs, chili, chips and a soda. Can't get more "All American" than that! And it happens rain or shine.

If you have joined us before – Thanks! – and if you haven't, it's time to give it a try!

Getting ready, some of us were looking back at the "Good Old Days" when we started HDT, and wanted to give the team some recognition for all their volunteer work that makes it happen. Wish I could include all the memories shared, and list every person who has helped, but just know that the Museum is grateful to everyone who has ever volunteered to help!

Paul Heck, one of the main instigators, said the idea sprang out of a conversation he had with Ed Nelson back in 2005, and as they talked it up, others would join in – and soon it became a reality. Paul is so happy that the community has responded to it, and is glad so many people from our neighborhood get in a good walk on the way to and from the surrounding business park.

Stan King, one of the "Hot Doggers" at the grill, shared that he's happy it has grown to be a "well-oiled machine", with members who come out each time to cover all the things needed to cook and serve hundreds of people, and making sure that all the parts are covered. One person who jumped in from the start was Tom Chauncy, who makes sure there is always a hot pot of chili to go with your 'dog -- a perfect addition!

When HDT started, it was with little fanfare, and Promo Guru Roger Olsen knew that with a growing crowd, we could use a little help with finances... and visibility. He invited monthly sponsors to support the event, increased attendance, and brought in more funding to help support the Museum!



The Hot Dog Thursday team, photographed in 2015.

Many longtime "regulars" of the Museum have pitched in, setting up tables and tents, selling tickets, setting up condiments, splitting buns, sticking their hands in ice cold water to serve drinks, and making sure there is always a bag of Cheetos left for me. Whoops, I mean, making sure you get your choice of chips.

In fact, there have been so many Museum members involved, we may not have recorded everyone who has volunteered to help, because the jobs have rotated through so many members. We DO want to thank the *Purchasing and Pick-up Team*, the *Ticket Sales and Collection Crew*, the *Cooking Team*, the *Plate, "Silverware" and Drink Team*, the *Chili and Condiments Crew*, the *Chips Crew*, the *Information Crew*, the *Sponsors*, and of course, all the members and friends who help set up, tear down, and clean up after the event. Don't forget the *Ice Cream Team*, who make sure you don't leave without satisfying your sweet tooth.

Most of all, we Thank YOU, our members, neighbors, volunteers, and even those who just happen to visit at the right time! We could not do this event without all these teams working together.

And that, it turns out, is the most delicious part of Hot Dog Thursday.

Thanks for your support!★

PCAM Float to Appear in Three Parades in May

By Julia Hochberg

Work is underway to create another amazing parade float to represent the Pacific Coast Air Museum in the local 2017 parade lineup.

For many years, PCAM volunteers have created a parade float to represent the best of the museum, its aircraft, and the air show. This week another group of talented PCAM volunteers met to begin work on the 2017 float. It will ride in the Windsor Day parade on May 6th, the Luther Burbank Rose Parade in Santa Rosa on May 20th, and the Healdsburg FFA Twilight Parade on May 25th.



PCAM plans to use this reasonably accurate large-scale model of Snoopy's Sopwith Camel as the basis for the 2017 parade float. Anyone interested in helping revitalize this piece of PCAM history and plan or build the float should contact Julia Hochberg at the phone and email provided below.

Inspiration for this year was found in the dusty remains of Snoopy's Styrofoam, wood and fabric model Sopwith Camel that has been stored in the Butler Hangar. The aircraft needs a lot of TLC and, to remain within the parade organizer's float width restrictions, stubbier wings will be improvised and attached. We envision the aircraft to be mounted high and angled for maximum audience effect.

Banners will be printed and mounted to the float to advertise the museum's upcoming Memorial Weekend "Meet Our Veterans" event being held at PCAM on Saturday May 27, and the Wheels & Wings car show being held on July 15. For more information about the float or if you are interested in volunteering, please contact Julia Hochberg at 707-523-2800 or julia@sonomajetcenter.com. ★

The 2016 PCAM parade float represented an airport control tower, complete with a well-equipped air traffic controller.



The 2015 float promoted the imminent arrival of the Canadian Forces Snowbirds at the Wings Over Wine Country Air Show. At the back, Snoopy (on his Sopwith Camel Doghouse) tries in vain to catch up to the Canadian jets.



Flight Wing News: First Big Meeting April 26

Everyone Welcome, Member or Not

By Lynn Hunt

With the essence of Spring beginning to emerge (in between rain showers) and with a renewed element of excitement and enthusiasm over the developing new year, it is time to launch our monthly Flight Wing meetings. We will begin in April. Again it is always the last Wednesday in the month. It is always at the Flight Wing hangar which is just inside the Knob Hill entrance gate near the museum. We always start showing up around 5:00 p.m. because that's when the food is ready to be served.

The format will remain basically the same. We like to start off with a tasty and hearty meal. This year we hope to add Julie Barnes to the list of distinguished chefs who will be cooking for you. The menu hasn't been selected yet but I suspect you will find much there to your liking. All we ask is that you leave a donation in the kitty that adequately reflects your level of satisfaction. The remainder of the meeting will include newsworthy items, updates on projects, reviews on Flight Wing activities and last but not most important, something you will hopefully find enjoyable. This may be in the form of a guest speaker, videos or whatever comes along. We seldom go past 7:00 p.m. The primary purpose for these meetings is fellowship and the sharing of common interests. There is always much to learn and enjoy with a group this diverse and with such a broad range of talent.

Both museum and Flight Wing memberships are down this year, probably for a variety of reasons. Please be aware of two things:

- First, you don't need to be a member of either organization in order to be welcome at our meetings. If you are receiving or reading this message it is because you have an interest or have supported us in the past. Come and enjoy the food and festivities and leave when you want. You are welcome.
- Secondly, share your thoughts and concerns with your Pacific Coast Air Museum Board Members either in writing or by attending a board meeting. It is their responsibility to listen. They need to hear from us, the membership, especially if we have issues regarding the direction the museum is going.

I hope to see you all on the 26th of April.

Pilot Refresher Course

MANDATORY for Flight Wing Pilots, All Others Welcome!

As a pilot, are you up to speed on the latest 3rd class medical reform? Know how to fill out an ICAO flight plan? Are you up on the latest ADS-B solutions? Are you aware of recent changes in airspace regulations? You might want to attend our annual PCAM Pilot Refresher Course. Join us on Saturday, April 29, starting at 9:00 a.m. in the Flight Wing hangar. Master instructors Art Hayssen and Jim McCord will be covering a host of aviation topics. Aviation attorney Marlon Young will help to clarify legal issues. Other topics will be covered. This is mandatory training for all pilots flying Flight Wing aircraft (or plan to). **All pilots are invited and welcome.**

We plan to be finished by noon. Refreshments will be available. A \$25 donation is requested. Questions? Contact Lynn Hunt at 707-235-2552. ★



Although hot-dogging in Flight Wing aircraft is strictly forbidden, hot-dogging in the Flight Wing hangar is strongly encouraged. If this advanced aviation terminology has you confused, attend the Flight Wing meetings. They'll teach you. And have a wiener. They're good.

Announcing the 2017 Wheels & Wings Car Show

Saturday, July 15

It's back! Last year's car show was so popular and so much fun that we're doing it again, but bigger and better!

The PCAM Wheels & Wings car show is a unique gathering of meticulously restored classic cars from every era, and muscle cars of every description!

They'll be parked right next to examples of the superlative P-51 Mustang fighter of World War II. Performance planes of each generation will be on display in addition to classics from private collections. Bring your camera, your kids, and your love of mechanical magnificence! This is a great family weekend event.



What You'll See and Do at the Car Show

- Muscle cars and classics.
- Show off your classic or muscle car.
- Photo ops with vintage fighter planes.
- Raffle: Grand Prize winner gets a ride in a P-51 Mustang!
- Sound-Off Contest:
'41 Willys Coupe dragster vs. P-51 Mustang!
- Food: Hot Dogs and drinks for sale.
- See the latest Performance cars at our sponsor pavilions.
- Gift Shop open with loads of aviation memorabilia.



The Wheels & Wings Car Show is a fundraiser for the Pacific Coast Air Museum.



Show Your Car

If you have an awesome classic car, muscle car, or other performance automobile you'd like to show, show it for FREE! Download our car registration form from our website and send it in.

Event Details

To find out more, visit the Pacific Coast Air Museum website at <http://pacificcoastairmuseum.org/events/wheels-wings-car-show/>. The website will be updated regularly as we add other attractions and nail down all the details. ★

In Case You Missed It: March 15 Member Meeting Guest Speaker: Jonna Doolittle Hoppes on An Evening with the Doolittles

By Peter Loughlin

Our speaker on March 15 was Jonna Doolittle Hoppes, granddaughter of General Jimmy Doolittle and his wife of 70 years, Josephine Doolittle. Jonna wrote a book about her famous grandfather and grandmother largely because in a recent movie, the writers got everything wrong about Jimmy Doolittle's personality. It became clear that the younger generation of writers "didn't have a clue about World War II or the people who fought it." She wanted to set the record straight.

Jimmy Doolittle was born in 1896 in Alameda, California. When he was still very young, the family moved to Nome, Alaska, where his small size made him the target of bullies. He learned to fight, learned acrobatics, and his ornery "challenge the rules" character developed in full. He decided very early that his small stature would not stop him from doing the things he wanted to do.

By 1908 he was living with his mother in Los Angeles. He was not a great student, but was physically adept and he became a boxer in high school. He also met Josephine (Joe) Elsie Daniels, a brilliant straight-A student. They fell in love, but her family disapproved of this low-born scrapper.

After high school, Jimmy went back to Nome for a summer. He worked for his father (a carpenter) and panned for gold, but the hard work quickly convinced him he needed a proper education. He studied mining engineering at UC Berkeley, but dropped out. In 1917 after his Junior year when the US entered World War I. He joined the Army Signal Corps Reserve as a flying cadet. While on his way to San Diego to complete flying training, he stopped in Los Angeles and he and Joe eloped, to the great dismay of her family.

As they left the courthouse after the civil ceremony,



Jimmy and Joe Doolittle, late 1980s

Joe stopped and gave fifty cents to a poor woman on the street. When Jimmy objected, saying that they barely had twenty dollars between them, she said it was the right thing to do and that it would bring them luck. Throughout her life, she continually demonstrated through one selfless act after another that she believed in serving the greater good by showing kindness to others, and trying to make their lives better.

During World War I, Jimmy was kept stateside as a flight instructor. He was badly disappointed, but in truth it probably made him a better flyer. His defiant character repeatedly got him into trouble for things like climbing out of the cockpit of his plane (while his buddy flew from the other cockpit) and climbing around on the wing and down among the landing gear.

James H. Doolittle, Ph.D.

Despite his behavior, Doolittle became a First Lieutenant with the Signal Officers Reserve Corps in March, 1918. After the war ended, he was one of the few Army aviators kept in the Service. The Army even sent him to mechanics school, and then engineering school. The University of California gave him his Bachelor of Science degree, and then the Army sent him to MIT. After one year he had earned his Masters, and in the second year he earned a Doctorate of Science in

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Aeronautical Engineering, the very first ever issued by MIT. Few people realize that General Jimmy Doolittle held a Ph.D. All this schooling meant that Doolittle was one of the first to really marry piloting and engineering, bringing an intellectual understanding of aeronautics to the instinctive seat-of-the-pants flying of the time.

James and Josephine Doolittle, an Aviation Partnership

By the time Jimmy was studying at MIT, he and Joe had a couple boys. They kept her busy, but she found time to help Jimmy study and to type up his university notes and doctorate papers. Those notes became the first aeronautical engineering textbooks ever used by MIT. Jimmy said she earned that Masters and Ph.D. as much as he had. And this was just the beginning of the significant contributions Jimmy and Joe Doolittle made to the burgeoning world of aviation -- he doing the flying and she being the constant supportive companion that helped see him through it all.

First Cross-Country

In September 1922, Doolittle flew the first cross-country flight, from Florida to California with a stop in Texas. He made the flight in just over 21 hours, earning him the Army's Distinguished Flying Cross. This was an important test of the nascent navigational instruments of the time.

Doolittle's Loyalty to the Team

Curtiss Aircraft hired Doolittle to promote sales of their planes in South America. He flew many exhibition flights. One night he broke both ankles as the result of a stupid bet. In the hospital, he reflected how his poor choice meant he was letting down his employers, his team members, and his family. Chagrined, and determined to make good, he had a doctor modify his casts and he flew anyway. He fulfilled his obligations but his ankles never healed correctly and they bothered him to the end of his days.

First Blind Instrument Flight

Working with the Full Flight Laboratory (supported by



Lt. Doolittle in the plane in which he made the world's first blind instrument flight, in 1929. He said this was his greatest contribution to aviation.

the Guggenheim Fund) in September 1929, Doolittle made the first flight in which a pilot relied 100% on the readings from onboard navigational instruments. Doolittle was in the rear cockpit of a single-engine biplane, completely covered by a canvas hood so he could never have reference to the real horizon, the ground, or landmarks. Lt. Benjamin Kelsey flew as safety pilot in the front. Doolittle taxied, took off, flew a prescribed course, and landed again on the same airfield, on instruments alone. This flight paved the way for the development of all-weather and nighttime commercial and military aviation. He felt this was his greatest contribution to aviation.

The Tokyo Raid

The story of the April 1942 Doolittle raid on Tokyo is legendary. What is not so well known is that after Doolittle and his crew made it safely to China, he feared the other crews had all been lost and the raid had been a failure. He was convinced he would face a court martial and felt he deserved it. Doolittle's crew chief Paul Leonard argued the opposite, saying that they'd make him a General and give him the Medal of Honor. Furthermore, Leonard said that when they gave Doolittle another plane, he wanted to fly with him. Jimmy later said that was the highest compliment he'd ever received. Leonard was right: not only did the vast majority of Raider crews survive, but the raid was an overwhelming success in terms of its morale boost

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to the U.S. and the blow it struck against Japanese confidence. Keep in mind, that raid was Doolittle's first-ever combat mission.

Doolittle was indeed promoted to General and awarded the Congressional Medal of Honor. He accepted it on behalf of every man who flew the raid, and as he left the ceremony he told General Hap Arnold that he would spend the rest of his life trying to earn it.

Josephine Doolittle, A Life of Service

Jimmy left for the Tokyo raid in late 1941. He did not come home until after the war was over. In the meantime, Josephine Doolittle traveled around the country speaking to women's groups, visiting factories, doing blood drives and war bond drives, and she wrote a newspaper column and did a radio program focusing on how women could support the war effort. During the last year of the war she suffered from breast cancer. Jimmy's letters to her all carried one theme: "Take care of yourself. Be well. We're a team. I need you." Despite a period in a convalescent hospital, her life during the war was focused on supporting the boys who were fighting it. She knew she wasn't the only mother whose sons were in the line of fire.

Even later in life, she continually thought of those in need of support. Every day, she wrote notes to between twenty five and fifty people she knew who were sick, elderly shut-ins, or just going through a rough time. She stayed in touch with them and tried to keep their spirits up, despite her own failing health. When Joe had a debilitating stroke in 1984, Jimmy stopped traveling and spent all his time with her. She died on Christmas Eve 1988, on their 71st wedding anniversary. Before his own death in 1993, General Doolittle said...

In my nine plus decades I've formed some views about life and living. I have concluded that we were all put on this earth for a purpose. That purpose is to make it within our capabilities a better place in which to live... The criteria is this: if a man leaves the Earth a better place than he found it, then his life has been worthwhile.



Colonel Doolittle with the wreckage of his B-25 in China after the Tokyo raid. Though convinced he'd be thrown in the stockade for leading a failed raid, he was instead welcomed as a national hero.

We'll probably all agree that both Jimmy and Joe Doolittle's lives were very much worthwhile.

About Jonna Doolittle Hoppes

Jonna Doolittle Hoppes is the founder and executive director of The Doolittle Foundation, an organization dedicated to making US military history available to students. She is currently involved in developing lesson plans for teachers and in setting up programs that link veterans with local schools. Her lectures are focused on encouraging veterans to record their individual histories. Ms. Doolittle Hoppes is the author of two books. *Calculated Risk: The Extraordinary Life of Jimmy Doolittle* is a memoir of her famous grandfather and his equally extraordinary wife. Her second book, *Just Doing My Job* is a collection of biographical stories from World War II. She is on the boards of three key historical foundations and museums, and is an advisor to the Flying Tiger Historical Foundation. ★



April 19 Guest Speaker:

C J Stephens on Very High Altitude Reconnaissance - Flying the RB-57F

CJ Stevens, PCAM Board President, will share his experiences flying the RB-57F Canberra while conducting very high altitude reconnaissance in and around Soviet controlled countries. Still flying after its first test flight in July 1953, the Canberra's life span rivals that of the iconic B-52. CJ had to contend with the physiology of high altitude flight, the flying characteristics of the plane at extreme altitude as well as some of the diplomatic difficulties of Cold War operations. As CJ says, "You don't always have control over the outcome of a mission or your own future."



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About C J Stephens

CJ is a native of Sonoma County and has been flying for over 60 years. CJ is an instructor in multi & single engine aircraft and gliders. He has provided training for in-flight emergencies and formation flying, has trained many of the Reno Air Racers, and is the Safety Pilot and Race Starter for the Sport Class at Reno. CJ also raced Hawker Sea Furys and P-51 Mustangs in Unlimited air racing venues. He served as chief test pilot for the CAFE Foundation where he evaluated the performance of more than 22 types of experimental aircraft. He has been involved with the EAA since 1980 and has performed more than 20 first flights for home builders. CJ's storied USAF career included 232 combat missions in Vietnam and about 3,000 hours in F-4 Phantoms. CJ's combat awards include the Distinguished Flying Cross and 12 Air Medals. He also holds USAF Navigator and Bombardier wings.

Time and Location:

Wednesday, March 15, 2017, 7:00 p.m.
Columbia Distributing.
3200 N. Laughlin Road. Santa Rosa, CA
Cost: Free for Members and Guests. ★

Air Show Flashback

Fight or flight? No, it's not a dogfight between an F-22 and a P-51. This is the concluding break of the Heritage Flight at the 2016 Wings Over Wine Country Air Show.



April Fool's Day Treat #1

Actually, this isn't a joke. This is the Rocheville Arctic Tern. Little information is readily available even online. It looks like it floats. It looks like it has wheels. It looks like it was assembled from parts of other aircraft because it was. Give 'em points for creativity. It was a one-of-a-kind craft built in 1932. Three people could fly in it but why they'd want to is a wonder. There's an old saying that if it looks right, it is right. Let's just leave it at that. ★



Aviation Explorer Scout Post Returns to PCAM

By Julie Conklin

The PCAM Education Committee is in the process of activating the Aviation Explorer Post Charter. This group will support the aviation education of youth (boys and girls) ages 14-20 years via the Aviation Explorer Post, part of Boy Scouts of America Exploring program (<http://www.exploring.org/aviation/>). The leaders of this effort are Aviation Explorer Scout Post PCAM Representative Danelle Jacobs, Aviation Explorer Post Committee Chair Art Hayssen, and PCAM Education Committee members Dave Ford (VP, Board of Directors), Charley Taylor (Member Meeting Speaker Coordinator), Jim Mattison (PCAM Volunteer Coordinator), Julie Barnes (new PCAM member—welcome!) and Julie Conklin (Board of Directors, Marketing and Development).

Post Associate Advisor and Post Committee Member Needed!

In order to complete the activation of the Aviation Explorer Post, two more spots must be filled on the Aviation Explorer Scout Post Committee, the Post Associate Advisor and a general Post Committee member. John Ferreira has agreed to fulfill the Post Advisor position (similar to a Scout Master) and due to his work schedule as a pilot, he will share the position with an Associate Post Advisor. If you are interested in volunteering for either spot, please contact Danelle Jacobs at 707-829-1161 or dkklein@aol.com or Art Hayssen at 707-321-2040 or art@hayssenaviation.com.



Aviation Explorers get some pretty amazing opportunities. Here, past Aviation Explorer Zack Schiebel gets a flight in a classic T-28 Trojan with volunteer pilot and Director of Flight Operations Lynn Hunt, July 2015.

There is an annual participation fee per Explorer Scout due from the local Post to the national organization. The PCAM Aviation Explorer Scout Post Committee is reviewing program costs and possible sponsors. Please contact the committee (listed below), if you would like to be a Post sponsor. Scholarships will be developed and made available for any student who cannot afford any fees—no student will be turned away due to financial hardship.

For More Information or to Sponsor the Post or a Student

Art Hayssen, Aviation Explorer Post Committee Chair, at 707-321-2040 or email him art@hayseenaviation.com
Danelle Jacobs, Aviation Explorer Post PCAM Rep, 707-829-1161 or email dkklein@aol.com
Dave Ford, PCAM VP, Board of Directors 707-486-8509 or 707-544-4437 or email av8r@sonic.net ✪

Meet Our Veterans May 27

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vehicles and aircraft on static display. PCAM is coordinating with the owners of an A-26, T-6, P-40, and Stearman to show their planes. Additionally, the museum's A-26, T-33 and RF86 will be accessible to the public with the A-26 and T-33 having "Open Cockpit" access. Lynn Hunt is working on plans to do a fly-by in the P-51D Mustang "Red Dog XII" during the event. And the Bay Bombers Squadron Formation Team has generously donated a four-plane "missing man" formation flight.

If you are, or if you know of, a WWII or Korean War Veteran who would like to participate in this event, please leave their contact information on the PCAM event phone message system at 707-566-8380.

PCAM members are encouraged to volunteer for tasks such as traffic/parking control, food and beverage support, security, escorting the honored Veterans, aircraft docent, gift shop support, event setup and tear down, etc. PCAM Volunteer Coordinator Jim Mattison will be setting up the same online signup system (Signup Genius) used for the successful EAA/PCAM Ford Tri-Motor event. Volunteers should use this system to note their availability and desired support function. The event will take place between 10:00 a.m. and 2:00 p.m. on Saturday, May 27th, but preparation will be required the day before and at least 2 hours before the public is given access on Saturday. It will also take several hours to clean up after the event. Please help us celebrate these Veterans and make this a memorable day for both our local Veterans and the public.

We look forward to seeing you on May 27!

For the most up-to-date information, please go to the May 27 event website:

<http://pacificcoastairmuseum.org/vets> ★

Flight Wing Jackets

Get a Flight Wing jacket and support flight operations at the Pacific Coast Air Museum! All proceeds help pay for hangars, fuel, parts, insurance, and other necessities that keep our Flight Wing aircraft in the air.



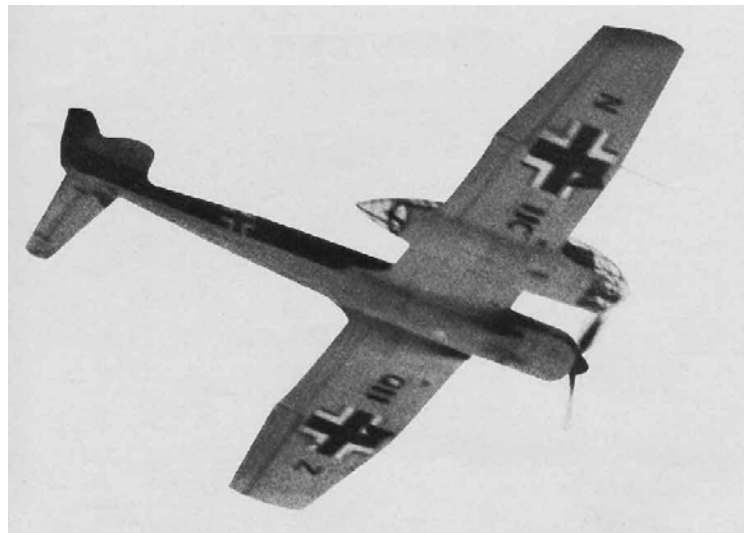
Features include:

- Three-season performance
- Washable
- Official Flight Wing insignia patch
- Leather name patch (Velcro backing)
- Many sizes are available,

To order, contact Jimmy Long at jimmylong@sonic.net or 707-484-4066. ★

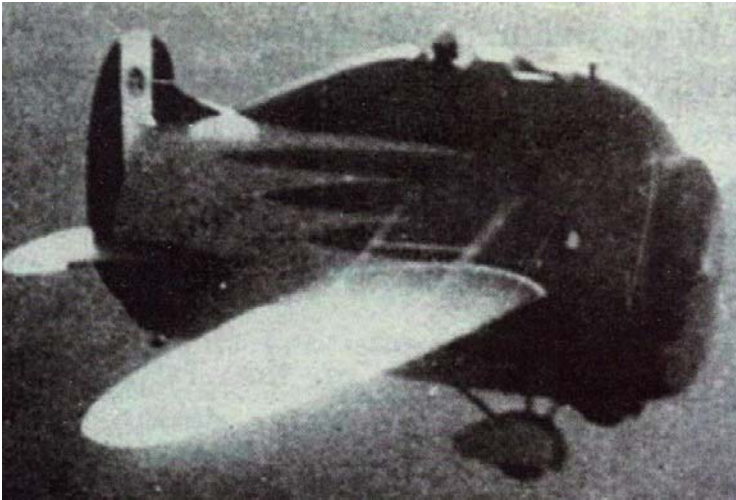
April Fool's Day Treat #2

This isn't a joke either. Who says aircraft have to be symmetrical? The German Blohm Und Voss BV-141 actually flew very well, but was never produced in numbers because the engine was hard to procure and partially because of bias against its bizarre design. It was a reconnaissance plane that first flew in 1938. The side-mounted crew pod provided excellent visibility (in most directions). ★



April Fool's Day Treat #3

This also is no joke. The monstrosity below is an actual flying airplane. It's the Stipa-Caproni of 1932. That little ball perched atop the fuselage is the pilot's head. The fuselage was basically a ducted fan tube, containing the engine and propeller. Flight characteristics included very low landing speed, extreme stability (it was so stable it was hard to steer), very low top speed because of all that drag, and we can assume very poor downward visibility for the pilot. Let's hear it for bizarre aircraft designs! Without pushing boundaries, nothing new is discovered or created! If you want more info, there's lots available online. ★



Gift Shop April News

All Toys \$3.99 - \$32.99

Buy the first toy at regular price and get the second toy of like merchandise for 50% off!

We also remind you that Pacific Coast Air Museum Members always get a 10% discount on regularly priced merchandise. ★



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 Doug Clay, PCAM Development Chair, 925-997-2774 or dougclay@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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Lynn Hunt	707-235-2552

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



STRAIGHT SCOOP

April 2017

*Open Cockpit
April 15-16, 2017*

Top Gun Weekend

*Look into the cockpits of these Navy planes!
F-14A Tomcat, F-16N Viper, F-5E Tiger II*

REMEMBER THESE DATES

April 6, 2017	11:30 a.m. - 1:30 p.m.	Hot Dog Thursday: First of the Season!
April 15-16, 2017	10:00 a.m. - 4:00 p.m.	Open Cockpit Weekend
April 19, 2017	7:00 p.m. - 9:00 p.m.	PCAM Member Meeting at Columbia Distributing
May 4, 2017	11:30 a.m. - 1:30 p.m.	Hot Dog Thursday
May 17, 2017	7:00 p.m. - 9:00 p.m.	PCAM Member Meeting at Columbia Distributing
May 20-21, 2017	10:00 a.m. - 4:00 p.m.	Open Cockpit Weekend
May 20, 2017	9:00 a.m. - 3:30 p.m.	Boy Scout Merit Badge Class
May 20, 2017	10:00 a.m. - 4:00 p.m.	Flight Wing "Fly Day": Watch for more information!
May 27, 2017	10:00 a.m. - 2:00 p.m.	Meet Our Veterans Memorial Weekend event
June 1, 2017	11:30 a.m. - 1:30 p.m.	Hot Dog Thursday
June 17-18, 2017	10:00 a.m. - 4:00 p.m.	Open Cockpit Weekend
July 15, 2017	9:00 a.m. - 4:00 p.m.	PCAM Wheels & Wings Car Show: Watch for more info

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