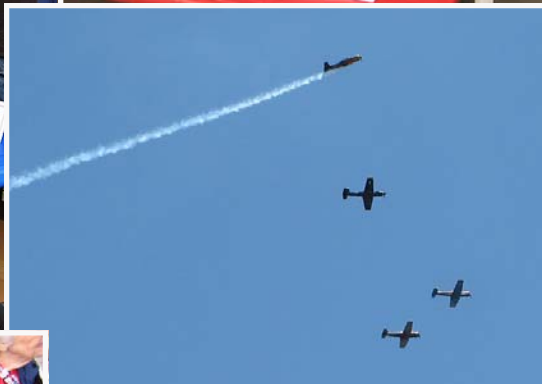


### Big Crowd Honors Vets at PCAM May 27

Our big Memorial Day Weekend event took place in and around the Butler Hanger on May 27. Several hundred people showed up to honor Veterans of World War II and the Korean War. It's a little too early for a full report, but here are some photos from the event. Watch for a more detailed story and more photos in next month's newsletter. ✪



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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

### The BIG event, THE MOVE is about to happen.

The issues have been resolved. We are now in agreement with the points of the lease and it is being put into the final wording for signature. The long awaited lease (5 ½ years in the making) is about to be signed. Enough money has been located to start the construction necessary to make the move to the adjacent property known as the Butler Hangar site. This includes the Old Dragonfly building, the small metal hangar, and of course the historic Butler Hangar itself. After we sign the lease the County Board of Supervisors will need to sign it and that will take about 6-8 weeks. It is a process whereby we buy the three buildings and lease the land under them. Depending on delays in the preparation we could reasonably be moving airplanes onto the property before the rains start. From time to time we will need the participation of our volunteers to make this all happen. The effort will be worth it. This is a big step towards our goal of being a first class museum.

Our mission now becomes that of designing the grounds and the facility. Then it will be on to getting contracts and the move itself. In the interim we will continue to clean up and prepare the entire area. I hope that you have noticed that our entire site looks much better now with mowed grass and organized hangar areas. Thank you to Andy Werback, Carol Lawson, Tony Bassignani, Ray Davis, Jim Whitten, and many others.

May was a very busy month for the museum, we participated in three city parades. The float, towed by Anthony Marinelli, was carrying the recently improved and restored Snoopy Sopwith Camel biplane. We also had a the biggest-ever Hot Dog Thursday that included a successful car show. There were Boy Scout Merit Badge Classes and a Science Fair at Mark West District school. The Flight Wing was active with a Fly Day, plus an Open Cockpit weekend. Now THAT was a busy month involving many of our volunteers! Thank you to everyone who made it possible.

### We are still in need of volunteers.

The Gift Shop in particular needs help, and we need operators for our flight simulator. Other fun and important roles always need filling. If you'd like to put your special talents to work on behalf of our dynamic and growing organization, contact Jim Mattison to volunteer. Jim can be reached at 707-291-4719 or [jmatti@sonic.net](mailto:jmatti@sonic.net).

— C J Stephens  
President, Pacific Coast Air Museum

## June in Aviation History

Your editor recently found this photograph of the PCAM F-105F Thunderchief in service on the "This Day in Aviation" online blog. The caption reads:

*A Republic F-105F Thunderchief (foreground) and nine F-105Ds of the U.S. Air Force Reserve 465th Tactical Fighter Squadron, 507th Tactical Fighter Group (later 301st TFW), on the flight line at Tinker Air Force Base, Oklahoma (USA), on 1 June 1978. (Camera Operator: Rick Diaz – U.S. Defense Visual Information Center photo DF-ST-86-12883)*

See it here: <https://www.thisdayinaviation.com/1-june-1978/>.

This aircraft is now on loan to PCAM from the National Naval Aviation Museum at Pensacola, Florida. ✪



## Flight Wing News

By Lynn Hunt

May was one of those crazy months with five Wednesdays in it so the Flight Wing meeting was held on the 31st. I'll provide notes about that in next month's newsletter.

We had about thirty of you show up at last month's pilot refresher course. Your comments so far have been all positive, most likely because of the knowledge and professionalism that Art Hayssen, Jim McCord and Marlon Young bring to such an event. Thanks guys for all of your efforts. This has become an annual event and a fitting beginning to a new year of flying activities. Safety needs to be a big part of what the Flight Wing is about so please help to do your part.

We had our very first Fly Day last Saturday May 20. We had four aircraft giving rides including the Stinson, C-1A, T-28 (Duane's) and Jimmy Long's Baron. We had way more seats than we had riders. This being our first event we weren't quite sure what to expect and it's probably better that we weren't overwhelmed. We learned a lot and will apply those lessons for the next one. We need to do a better job getting the word out. Thanks to everyone who helped out.



Our Rearwin Sportster needs its engine rebuilt. If you know about old radials, let us know and give us a hand.

Speaking of getting the word out, we have some projects going on or about to start that some of you might find interesting. One is the Ken Royce radial engine that we want to get running for our Rearwin Sportster. If there are any gearheads out there who want to be involved with this very early 7 cylinder radial engine, let me know. Also we will begin replacing the fabric on our L-5 this summer, probably starting with the wings. This is very much a lost science these days, but it continues to be practiced in the dark corners and shadows of Sonoma County Airport. If you would like to participate or learn about it let me know and we will get you involved. It's really kind of fun and not very difficult.

I just finished updating the e-mail list for the Flight Wing. Not surprisingly each year we gain a few and lose a few. I tend to accumulate names on the distribution list, preferring to send out these updates in the hope that if you haven't renewed your membership, you might. If you prefer that your name be removed just let me know. For the 80-odd number of you who continue to support the Flight Wing each year, you are greatly appreciated. We will continue to serve the museum members and do all we can to help educate, inspire, preserve and honor our vets for the benefit of our community. ✪

At right: The Flight Wing Stinson L-5 taking off from Compton Airport in Los Angeles, sometime in the late 1940s.



## Education Committee Activities

By David Ford

### Sonoma State University Science Symposium

The Education Committee is very fortunate to have Julie Barnes of Sonoma State University included as a member. Julie is the Administrative Manager of the School of Science and Technology. During one of our meetings in April, Julie invited me to be a judge at the SSU 2017 Science Symposium, and I didn't have to think twice about accepting. The Symposium was held May 3 in the Student Center Ballroom and it was there that 140 science projects were on display. In round one, the judges were assigned specific projects to judge and I was assigned seven. Round two was also a seven project judging, but with different criteria. In round one I met Casey Lewiston whose project was "Rising Data". In the Rising Data course, students build and fly experimental payloads on rockets and unmanned aircraft.



Student Casey Lewiston (left) with Dave Ford, PCAM Vice President and judge at the Science Symposium. The display behind them is Casey's project for the Rising Data course.

While at the event, I had the distinct honor of meeting Dr Jeremy Qualls, Physics Professor. Hopefully, in the not-too-distant future (perhaps next Spring), we can develop a working relationship between our educational endeavors and the SSU School of Science and Technology.

### Boy Scout Merit Badge

May 20 was a busy day for the Boy Scouts of Troop 121, 32, and one Scout who came all the way from Los Angeles with his father. Art Hayssen started the day with class work covering the various types of aircraft and how they are used. For example, helicopters as fire fighting tools and also Medivac and law enforcement. Commercial, military and general aviation were also covered. The history of flight, physics of flight, and aviation careers were also included in the class work.

After the lunch break, the Scouts were divided into three groups and rotated between going to the control tower, sitting in the cockpit of several planes, and going for their plane ride. Once again, our volunteer pilots and crew chiefs came through like champs. Kudos and accolades to our pilots and crew chiefs: Tony Sarganis on the F-4, Rick Elwood on the T-38, and Jim Mattison on the F-106. The pilots were Art Hayssen with his Cessna 182, Paul Heck and his Piper Comanche, and Kevin Quirk and his RV-12. The flights were a fun way to end the day and then it was time for the paperwork. Art, Paul and Kevin signed off on the Merit Badges and gave the Scouts their First Flight Certificates. Photos on this page and the next show this Merit Badge class.



The Boy Scout Merit Badge class.

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## Summer School Cancelled

Unfortunately, due to the lack of registrations, our two-week Aviation Summer School course had to be cancelled. However, Ananda Sweet at the Santa Rosa Metro Chamber contacted the museum about the possibility of working with the Mike Hauser Academy. We were able to arrange for a two-day session at the museum on June 12 and 13. The sessions will be similar to the Merit Badge program.

## Windsor High School Flying Club

May 18 was a special day for two members of the Windsor High School Flying Club. Ephram and Austin arrived with Club Advisor Teresa Dunne and received orientation on the Cessna 172SP and an introduction to the “steam gauges”. Then they settled down for some serious flying on the desktop simulator. Both Ephram and Austin made two flights each that involved taking off on KSTS runway 14, looping around and flying up toward Healdsburg and then coming back for a straight-in on 14. Both did a great job. After the flight time, they enjoyed walking around and checking out the Museum aircraft. ✪



The Boy Scout Merit Badge class.

## Hot Dog Thursday June 1

Join us on the Museum grounds between 11:30 and 1:30 for the June Hot Dog Thursday \$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.



We thank [Platinum Chevrolet](#) and [North Coast Air, Inc.](#) for sponsoring the June Hot Dog Thursday.



If you would like to sponsor a Hot Dog Thursday, contact Doug Clay at 925-997-2774 or [dougclay@gmail.com](mailto:dougclay@gmail.com)

The May Hot Dog Thursday included a car show. At right is just one of the fabulously restored cars that was on display, along with one of our planes of similar vintage. ✪

At right: The F-84F Thunderstreak is on loan from the National Naval Aviation Museum at Pensacola, Florida.



## PCAM Needs Volunteers

By Jim Mattison, Volunteer Coordinator

The Pacific Coast Air Museum needs volunteers to help us in some key areas. Jobs are fun and rewarding, and you meet some amazing people. To find out more, contact me, Jim Mattison, at 707-291-4719 or [jmatti@sonic.net](mailto:jmatti@sonic.net)

### Admin Office help

- Assist with membership paperwork and mailings
- Perform general filing and phone work
- Data entry on PC computers

### Handyman

- Perform facility repairs, cleanup, painting as needed

### Education Department helper

- Assist with onsite and offsite Education Dept. activities

### Social Media Assistance

- Work with Facebook, Instagram and YouTube to expand PCAM's web presence

### Community Outreach

- Engage Northbay businesses and organizations, drawing attention to PCAM, using phone and written communications

### Tour Guides

- Lead tours of the Air Museum
- Function as the face of the Museum during tours
- Educate visitors about our mission and our collection of aircraft

### Hospitality Services

- Be the offsite representative of PCAM at community events
- Assist with parties when needed

### Kids Zone

- Assist with kid friendly PCAM programs and events

### Major Event help

- Assist with Air Show, Car Show, and similar major events

### Groundskeeper

- Maintenance of Museum grounds and vegetation

### Fund Raiser

- Find opportunities and assist in raising money or soliciting donations for Pacific Coast Air Museum

### Gift Shop

- Greet visitors
- Conduct retail transactions
- Create a positive first impression of PCAM to visitors

### Aircraft Crew Chiefs and Crew Members

- Work under supervision on restoring aircraft
- Maintain the appearance of assigned aircraft
- May be tasked to find parts for aircraft restoration ✪



The Gift Shop is a great spot to put in some volunteer time. It's a great crew and a friendly place to work.

## Wheels & Wings Car Show Update

By Connie Reyerse

We are on track for a very successful Wheels & Wings Car Show on Saturday July 15, 2017. We are receiving many applications from folks who want to show their cars, and we look forward to receiving yours. The show is open to all show cars, custom cars, low riders, rat rods, street rods, Pro Street cars, and any other car you care to show off! Several car clubs are also planning on attending.



This year's key sponsor will be Platinum Chevrolet. They'll be showing a ZLI Camaro, Corvettes, and a COPO Camaro NHRA race car. Platinum Chevrolet will be center field, set up around the Museum's F-106 Delta Dart jet interceptor. Other jets on the field will be the Marine AV-8B Harrier, and the Navy F-14A Tomcat. Steve Castelli will be bringing his Willys Dragster to compete in our Sound Off Contest against whatever others may bring. The locally-based P-51D Mustang Red Dog XII will be the backdrop to all this.



We will be opening our gates at 6:00 a.m. for those who are arriving early to show their cars. Those who do will be placed around our display planes. As you enter through the main gate you will have a choice of photo planes: the star P-40 Warhawk, owned by our very own Craig Schulz, or his Stearman Navy Trainer.

Full-color Wheels & Wings Car Show T-shirts will be awarded to the first 50 cars to arrive. We are planning on a "Show and Shine" event, with prizes awarded. We will hold a raffle during

the show for a flight on a P-51 Mustang, and other prizes awarded by our sponsors.

Bring your appetite because we'll be selling hot dogs and chips for only \$5.00.

Plan to come! The public is welcome! If you want to show your car, applications can be downloaded here:

<http://pacificcoastairmuseum.org/events/wheels-wings-car-show/>. 



Register to display your car and have a photo session with either of our photo planes: A P-40 Warhawk or Stearman Navy trainer. Both are owned by local aviator and PCAM member Craig Schulz, to whom we are grateful for displaying his planes at the show.

## In Case You Missed It: May 17 Member Meeting Guest Speaker: Andy Werback on Building an Oshkosh Grand Champion

By Peter Loughlin

Our speaker on May 17 was PCAM board member and all-around aviation expert Andy Werback. Andy told us about building his two Lancair Legacy aircraft and what it took for him to win the “Gold Lindy” Grand Champion award in the kit-built class at the 2012 Experimental Aircraft Association (EAA) AirVenture at Oshkosh, Wisconsin.

The Oshkosh convention is the premier gathering of aircraft enthusiasts in the United States. To win a prize at Oshkosh is a great achievement, as you are competing against the best from all over the country and throughout the world. As the EAA describes itself,

EAA stands for Experimental Aircraft Association, an international organization with more than 200,000 members. It is probably best known for its annual Fly-In Convention in Oshkosh, Wisconsin, which attracts more than 500,000 people and 10,000 airplanes each year. EAA membership is open to all who are interested in airplanes and the people who fly them. EAA’s mission is dedicated to growing participation in aviation through sharing the Spirit of Aviation. The organization has programs for anyone interested in sport aviation.

EAA places a heavy emphasis on home-built aircraft and the people who build and fly them. These can include planes built from kits or from plans. At the Oshkosh show, there are prize categories for kit-built and for plan-built planes. Andy’s Lancair Legacy was built from a kit, and this is its story.

### Why Build Your Own?

Andy has been an aviation enthusiast for all his life, and did a lot of sport skidiving. In the early 1980s he and his wife Sam owned and flew a Cessna 182. After retiring from a successful Silicon Valley career as a software



This is Andy and Sam’s Lancair Legacy RG which won a Gold Lindy at 2012 AirVenture in Oshkosh. They built the plane from a quick-build kit.

engineer, Andy decided it was time to try his hand at building his own airplane.

There are plenty of commercially built aircraft out there for sale, both new and used. But they can get expensive, not only in initial purchase price but in ongoing maintenance. The Federal Aviation Administration (FAA) requires that annual inspections and most replacement or repair of equipment or airframes be done by a qualified aircraft mechanic. All this gets rather pricey.

Fortunately, the FAA recognizes that if you have already built the aircraft yourself, you are qualified to also perform maintenance. Their rule is that if you have built 51% or more of that airplane, you can do the maintenance on it.

Also, like building a house or a boat, there is immense satisfaction to be had from building and flying your own airplane.

### Building the Lancair Kit

In about 2004, after his first trip to Oshkosh in 2002, Andy decided it was time to build an airplane.

He decided on a two-seat version of the Lancair Legacy (pronounced lance-air) with non-retractable landing gear. It was a good looking plane and had a devoted if fairly small group of adherents.

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A quick-build kit of the Lancair is available. This means that the factory has already assembled large parts of the plane but that there is still over 50% of the plane left for the owner to build. Thus, the FAA home-built rule applies.

Andy bought his kit and headed for the factory in Redmond, Oregon. The first week consists of bonding wing and tail skins together on the factory jigs, and this requires a lot of sanding and preparation. The control cables were routed, the canopy was fitted, and hundreds of other tasks were completed. The Lancair is a composite airplane (built from carbon fiber, epoxy, and a variety of other materials) so there is little or no time-consuming riveting. After careful preparation, most parts are glued in place with space-age adhesives and faired in with epoxy filler.

At the end of a week, the completed fuselage and



Andy (at right) installs an upper wing panel on his first Lancair with the help of award-winning Lancair builder Don Barnes, at the Lancair factory shop in Redmond, Oregon. If you build over 50% of the plane yourself, the FAA considers it a homebuilt.

wings were ready to be trailed home. After that, there was about 2,000 hours of work in adding the engine, installing electrical and communications systems, finishing the interior, and sanding all the joints prior to painting. And wow, was there a lot of sanding. The Lancair factory parts fit very nicely, but the seams will always be visible unless you fill and sand and fill and sand and fill... and sand some more. Eventually you get to have your plane painted. A paint job is about \$10,000, so you really want to make sure your plane is well filled and sanded first.

## Oshkosh Prizes

Andy and Sam flew this first Lancair to Oshkosh in 2007, 2008, and 2009. The judges looked the plane over, made a few nice comments, and moved on. They received no prizes, but learned a lot about what the judges look for by talking with more experienced homebuilt owners.

Soon, this Lancair seemed a bit too slow and underpowered. So Andy sold the plane and bought another quick-build kit, this time for a two-place



It takes lots of filling and sanding to create a prizewinning Lancair. The gray parts of the plane are the underlying carbon-fiber structure. All the white stuff is epoxy filled with microballoons, which makes a strong, sandable, lightweight filler. Note how carefully the filler has been sanded to feather it into the curves of the structure.

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Lancair Legacy RG with retractable landing gear and a more powerful engine. By now he was a certified Airframe & Powerplant technician and also had some hangar space in which to build it. They went back to Redmond, spent a couple weeks in the build shop, and completed the plane at home over the next year or so.

At Oshkosh in 2011, the judges spent a little more time looking at his plane and Andy went home with a Bronze Lindy, placing third in the homebuilt kit category. Now the judges were more willing to talk with him about his plane and what he could do to improve it.

The judges like originality, fine craftsmanship, and good sensible airworthiness. Some things Andy did to really make his plane stand out were:

- Painting the interior of the wheel wells.
- Adding trailing-edge lights.
- Adding a fully custom interior.
- Routing wires and hydraulic lines neatly and for ease of access.
- Filling and sanding and filling and sanding ...
- Getting a unique custom paint job
- Lots of cleaning and polishing

In 2012, he flew the plane to Oshkosh once again. The judges spent a lot of time looking at it. People came over to admire it. But he really started to feel something was up when someone came up to him and arranged a video interview without saying why. He soon learned he had won the Gold Lindy, first place in the homebuilt category.

## EAA Wants You

If you have any interest at all in unusual aircraft or maybe building or refurbishing your own, go talk to the folks at EAA Chapter 124, the local EAA Chapter based at the Charles M. Schulz-Sonoma County Airport. They have a great bunch of people, many of whom are test pilots, aircraft engineers, and home-



Andy (at right) receives his Gold Lindy from David Juckem, co-chair of the judging staff in 2012.

built/experimental aircraft experts. They'd love to have you drop by for one of their barbeque events and talk about your ideas. Visit their website at <http://www.eaa124.org/>.

All of us at the Pacific Coast Air Museum thank Andy for his presentation and congratulate him on his success at Oshkosh. Andy is very active with the EAA, and is now an Oshkosh judge for the homebuilt kit class. And he of course has his bronze and gold Lindys on his shelf to vouch for his qualifications. Not bad for a guy who built half a plane!

## About Andy Werback

Andy Werback is from China Lake, California, home of Naval Air Weapons Station China Lake. He and wife Sam call Sebastopol home. Daughter Katie is a U.S. Army Engineer currently serving in Europe. Andy is a retired software engineer who spent 35 years programming embedded computers. He earned his BS and Master's degrees in Electrical Engineering from U.C. Davis where he also began his flight training 43 years ago. His kit building aircraft expertise has been further recognized by the EAA which has named Andy as EAA Oshkosh homebuilt judge. Because of many years in sport skydiving, Andy is also credited with 600 more light aircraft takeoffs than landings. ✪

## June 21 Guest Speaker:

### Christina Olds on Maj. Gen. Robert Olds and the Advent of Air Power

Christina Olds returns to give us an update on writing about the remarkable life and career of Army Air Corps Maj. Gen. Robert Olds (1896-1943) – her grandfather and father of Robin Olds. Although Brig. Gen. Robin Olds became famous as a fighter pilot and leader in WWII and Vietnam, his father Robert was a far bigger player in the history of military aviation. The presentation will take us through the early days of the aviation pioneers, through Robert's time as a pursuit pilot in WWI, and his crucial time as aide to General Billy Mitchell, which led to the development of long-range air power. Maj. Gen. Robert Olds was the first commander of the first squadron of B-17s, the architect and commander of the Ferrying Command, and head of the 2nd Air Force before his untimely death in 1943.



### About Christina Olds

In 2010, Christina Olds published a memoir of her father's life: **Fighter Pilot; The Memoirs of a Legendary Ace Robin Olds**. Olds is now working on her second book, the story of her grandfather, Maj. Gen. Robert Olds, an instrumental leader in the development of early air power and the U.S. Air Force. She is also writing and narrating a documentary on her father's WWII experience, in partnership with the Fagen Fighters WWII Museum in Granite Falls, Minnesota. A Vassar College graduate with a degree in creative writing, Christina is a sought-after speaker at Air Force bases, aviation museums and air shows, both nationally and abroad, and is dedicated to furthering her father's legacy. She is a past Director of Operations for Pacific Coast Air Museum and now lives in Sacramento, CA.

### Time and Location:

Wednesday, June 21, 2017, 7:00 p.m.  
Columbia Distributing.  
3200 N. Laughlin Road. Santa Rosa, CA  
Cost: Free for Members and Guests. ✪

## June 5-8: Collings Foundation Planes at Sonoma Jet Center June 5-8

### Fly on a B-17, B-24, or P-51

The Collings Foundation is coming to town with its annual Wings of Freedom Tour, and they'll be here at the beginning of June. Sonoma Jet Center will host them at the Charles M. Schulz-Sonoma County Airport, 6000 Flightline Drive, Santa Rosa, CA 95403. For details, see the Wings of Freedom website at <http://www.collingsfoundation.org/events/category/wings-of-freedom-tour/>. You'll be able to walk around and through the planes for an incredible up-close look at these authentic planes, or purchase flight experiences on the bombers for \$450. Flight instruction is also available in their P-51. These planes are the real thing in all respects. For inspiration, here are a couple photos from a flight experience aboard their B-17. ✪



## Windsor High STEM Field Trip to UC Davis Aerospace Labs

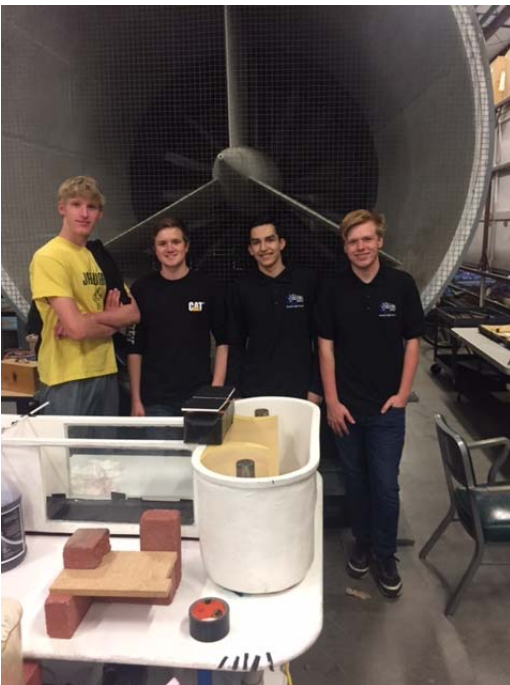
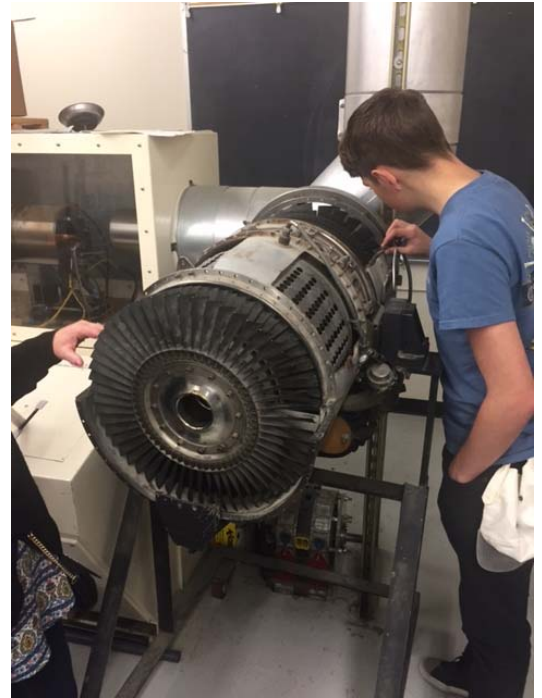
By Lynn Hunt

It is quite likely that you have learned of the exploits of our Windsor High STEM core students who were fortunate enough to have selected Aerospace Engineering and Aeronautical Engineering as their focus. Their choice brought them to PCAM and to the Flight Wing and to the opportunity to get their hands dirty while involved with some of our restoration projects.

A new opportunity emerged this year, a chance to travel to UC Davis and tour their Aerospace labs, look around a little, and rub elbows with students and faculty. Organizing this adventure took on a life of its own and after a multitude of phone calls the details were finalized. A 12-person van was provided for by the kind people at Sonoma Jet Center and on Monday, May 15<sup>th</sup>, we were off!

The Department hooked us up with senior Braden Tinucci, a soon-to-graduate student with a major in Aerospace and a minor in Mechanical Engineering. Braden was quick to point out the similarities in the two programs and the advantages taking a few more classes can bring. Braden walked us through several laboratories where faculty and students took time to explain what exactly we were looking at.

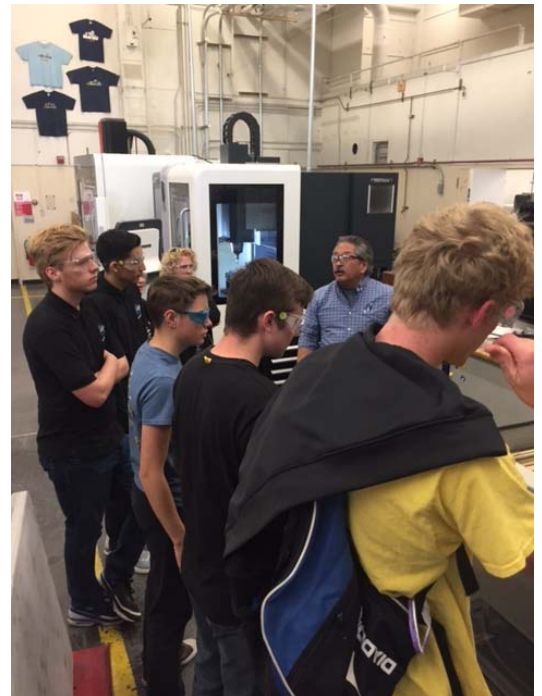
We treated Braden to lunch at the Dining Commons where our STEM students demonstrated their understanding of economics and the advantages of all-you-can-eat buffet-style serving arrangements. Afterwards we toured the wind-tunnels, discussed the program requirements with Pam Kisting and lastly met with Department Chair Dr. Steven Robinson who graciously answered questions and left lasting impressions.



In randomly auditing the many discussions that ensued on the ride home it was easy to deduce that our students were suitably impressed with what they saw and were touched by what they learned.

We will be doing more of these field trips in the future. There is no better way to spend our resources!

Thanks to Andy Werback, Julia Hochberg and Dana Johnson from PCAM and all those mentioned from UCD. ★



## My Internship at the Pacific Coast Air Museum

By Amelie Schlager

From a young age, I have taken a special interest in anything aviation-related. So, when my high school designated one week in May to volunteer at a non-profit organization, my first choice was the Pacific Coast Air Museum (PCAM). I could not be more thankful that they accepted my intern request and were so welcoming when I arrived. Each and every person at PCAM had a unique story to tell and they were all connected by one thing - their love for aviation and commitment to the community.

While at the museum for a week, I worked in the office with LeeAnn, in the gift shop with Mike and Greg, and doing event planning with Carol. Much of the time in the office was spent organizing membership applications, alphabetizing forms, and researching opportunities for community outreach and youth education. Event planning included mapping out parking, creating signs, and contacting all the veterans who were interested in speaking at the upcoming event on May 27th.

My experience at PCAM provided me with the opportunity to meet new people, hear their stories, and connect with visitors. I learned many new and valuable administrative skills during my time in the office. In addition, most of the people who work or volunteer at the museum have experience in aviation-related fields and many are veterans; it was fascinating to learn from these living historians through their stories!

One of my favorite moments at PCAM was trying the flight simulator and experiencing a completely new perspective of Sonoma County from above. I had never done anything like that before. It was breathtaking and, admittedly, a little nerve-racking. I was fortunate enough to be invited onto the Grumman C-1 Trader which is part of the Flight Wing at the museum. In contrast to the simulator, this experience was very real but I was a passenger, not a pilot. I also went inside the



Intern Amelie sits in the cockpit of the Museum's F-106 Delta Dart. During her internship she did more than just play with the airplanes; she helped organize events, manage memberships, and do research to expand our Education Program. Thank you Amelie!

control tower with some visiting Boy Scouts which was a rare opportunity. One of my favorite memories is of all the wonderful, sincere, and intelligent volunteers whom I had the pleasure of meeting. I was touched to hear about their pasts, the many hats they had worn over the years, and was honored to be of help to the museum.

**Editor's Note:** Amelie is a sophomore at Credo High School in Rohnert Park. ★

### Air Show Flashback

A C-27 Spartan from the US Coast Guard made a fly-by appearance in 2016, with its rear cargo door open to show how it can drop emergency supplies.



## What Do You Know About Our Aircraft?

If you have information about the service lives of our aircraft, please let us know. We are always looking for additional verifiable facts about where they were based, what campaigns they participated in, and what missions they flew. We're especially interested in photographs of the planes,



with their serial or bureau numbers (tail numbers) showing. If you have information you'd like to share, send it to our website manager at [pcam-news@loughlinmarketing.com](mailto:pcam-news@loughlinmarketing.com).

## Gift Shop June News

### Clothing and Toys On Sale

Throughout June, buy one item of clothing at full price and get the second item of like merchandise at 30% off. Also, buy one toy at full price and get the next item of like merchandise at 50% off. ★



## 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](mailto:dougclay@gmail.com).





## The Pacific Coast Air Museum

### Location

One Air Museum Way, Santa Rosa, CA, 95403  
[www.pacificcoastairmuseum.org](http://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](http://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](mailto:Peter Loughlin), Editor: [pcam-news@loughlinmarketing.com](mailto: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](http://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
- David Ford 707-544-4437
- Nancy Heath 707-477-4307
- Julia Hochberg 707-523-2800
- Anthony Marinelli 707-695-6886
- C J Stephens 707-799-2878
- Andy Werback 707-823-5616

## Officers

- President**  
C J Stephens 707-799-2878
- Vice President**  
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- Treasurer**  
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Anthony Marinelli 707-695-6886

## Board Emeritus

- Past President**  
Jim Sartain 707-528-1400

## Ex-Officio Bd. Members

- Director of Museum Operations**  
Position Open

- CFO**  
Judy Knaute 707-545-7447

## Valuable Assets

- Administrative Assistant**  
Duane Coppock 707-575-7900

- Gift Shop Manager**  
Mike Lynch 707-575-7900

- Planned Giving**  
Barbara Beedon 707-695-3683

## Project Coordinators

- Aircraft & Assets**  
Lynn Hunt 707-235-2552

- Flight Wing**  
Lynn Hunt 707-235-2552

- Marketing**  
Julie Conklin 707-486-4914

- Volunteer Coordinator**  
Jim Mattison 707-291-4719  
(Saturday - Thursday)

- Air Show Director**  
Nancy Heath 707-477-4307

- Vol. Coordinator: Air Show**  
Anita Forbes 415-987-4163

- Education**  
David Ford 707-544-4437

- Safety Officer**  
Position Open

- Exhibits**  
Mary Jane Brown 707-566-9032

- Guest Speakers**  
Charley Taylor 707-665-0421

- PCAM Development Chair**  
Doug Clay 925-997-2774

- Membership Records**  
LeeAnn Sacchi 707-575-7900

- Sunshine & Sympathy**  
Diana Watson 707-578-6883

- Oral History Program**  
John Nelson 707-239-1002

- Communications**  
Peter Loughlin 707-704-6498

- Website Administrator**  
Peter Loughlin 707-704-6498

- PCAM YouTube Video Channel**  
<http://www.youtube.com/user/PCAMvideos>



## STRAIGHT SCOOP

June 2017

*Open Cockpit  
June 17-18, 2017  
Look inside these zaircraft!  
AV-8C Harrier, F-14 Tomcat*

### REMEMBER THESE DATES

June 1, 2017	11:30 a.m. - 1:30 p.m.	Hot Dog Thursday
June 5-8, 2017	Times vary	Collings Foundation Warbirds at Sonoma Jet Center
June 17-18, 2017	10:00 a.m. - 4:00 p.m.	Open Cockpit Weekend
June 21, 2017	7:00 p.m. - 9:00 p.m.	PCAM Member Meeting at Columbia Distributing
July 15, 2017	9:00 a.m. - 4:00 p.m.	PCAM Wheels & Wings Car Show: Watch for more info
July 19, 2017	7:00 p.m. - 9:00 p.m.	PCAM Member Meeting at Columbia Distributing
August 19-20, 2017	10:00 a.m. - 4:00 p.m.	Open Cockpit Weekend
August 16, 2017	7:00 p.m. - 9:00 p.m.	PCAM Member Meeting at Columbia Distributing
September 23, 2017	All Day	Air & Science Fair

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