

Meet and Honor World War II and Korean War Veterans

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

A recent speaker at a PCAM member meeting told us that very few members of the younger generations understand what World War II was about, or what the men and women who fought it were actually like. That inspired her to write a book.

Well, the Pacific Coast Air Museum is inspired to get those younger generations in touch with the Veterans who were involved in that pivotal conflict, so they can hear their stories first-hand.

Bring the kids to the Pacific Coast Air Museum on Saturday, May 27th from 10:00 a.m. to 2:00 p.m. **“Honoring World War II and Korean War Vets: Meet Our Veterans”** is an event specially designed for young people to meet the heroes of the 1940s and 1950s, and talk one-on-one with them.

Admission is free. Food will be available for purchase. Additional attractions include:

- P-51 Mustang fly-by
- 4-plane “Missing Man” formation flight to honor those who have passed
- Big Band/Swing Music and Dancing
- Sonoma County Calendar Girls in clothing from the era
- Kids’ activities
- Warbirds on display

Some of the Veterans who will be there were B-17 pilots, P-51 and P-47 pilots, a Navy WAVE, ships’ gunners, army officers, Navy TBM Avenger pilots, aircraft gunners and navigators, a USMC F4F and F4U pilot, F-86 and B-47 pilots, a P-38 Ace, a USN Higgins boat operator, a Red Cross nurse, and many more.

We look forward to seeing you on May 27! Get more information: <http://pacificcoastairmuseum.org/vets> 🌟



In This Issue

Meet Our Veterans Memorial Weekend Event 1

President’s Message 2

Hot Dog Thursday May 4..... 3

May in Aviation History 3

Getting to Know You: Andy Werback, Board Member 4

PCAM Parade Float Progress Report..... 5

About the Bay Bombers, May 27 Missing Man Formation Flight 5

Volunteers Needed 6

Wheels & Wings Car Show Update..... 7

April Meeting Guest Speaker: CJ Stephens, High Altitude Recon in the RB-57F..... 8

May 17 Guest Speaker: Andy Werback on Building an Oshkosh Grand Champion 11

College Prep Students Visit ... 11

Education Committee Report and Activities..... 12

Flight Wing News..... 14

Gift Shop May News..... 14

Info, Officers, Contacts 15

Events & Open Cockpit..... Back

The PCAM Mission

“To Educate and Inspire both young and old about our aviation heritage and space technology, to Preserve historic aircraft and artifacts, and to Honor veterans.”

President's Message

It is going to happen!

We just had a fantastic Board meeting, with other important members in attendance. This enthusiastic group decided, and made strong personal commitments, to go



ahead with the plan to sign the lease for the Butler site. This is what our museum has been working toward for about 5 years. We feel that the time is NOW to make it happen. We have a committee evaluating how to proceed with a capital campaign to gain the needed funds to complete the move to the new site. It is important that all of our members get involved and participate with some portion of this move.

May is going to be very busy. We have seen an improvement in the weather which means more activity at the Museum. The grass has been cut and trimmed, lots of the scrap metal has been hauled away, and a general clean up of our facility has been accomplished. It was a big task by some hard working individuals. The C-118 has been demolished and recycled. That was a huge 5 day task accomplished by Andy Werback, Larry Rengstorf, Jim Whitten, Mike Fenn, and a large group of spectators watching from the hillside.

There are a lot of very exciting events going on, which I'll just summarize here. See the rest of this issue and the Museum website for greater detail.

On May 27th we have a big gathering of WWII and Korean Veterans at the Butler hangar where the public can meet and visit with truly great veterans. This event is specially designed to let young people meet with some of America's Greatest Generation, and learn about that important period in our history. There will be tables and chairs where you can sit and talk with these experienced military personnel, and refreshments to relax with. There will be a swing music and dance demonstration plus raffles, fly-bys, activities for the younger kids, and other entertainment. Don't miss this free event.

Hot Dog Thursday is on May 4th, with a special appearance by a local car club.

We have a float in the Windsor Day Parade on the 6th, the Rose Parade on the 20th, and the Healdsburg Twilight Parade on the 25th.

Our Education Department, now headed up by David Ford, is getting very active. They are taking an aviation education program to the local grammar schools. This program has been very well received and all their activities are described later in this newsletter.

We are still in need of volunteers.

The Gift Shop in particular needs help, and we need operators for our flight simulator. "

We especially need help on the 27th with the Veterans program. Please take a minute to sign up to help. Contact Jim Mattison to volunteer for any of these or other positions. Jim can be reached at 707-291-4719 or

jmatti@sonic.net.

— C J Stephens
President, Pacific Coast Air Museum

Hot Dog Thursday May 4: Classic Chevys!



Join us on the Museum grounds between 11:30 and 1:30 for the May 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.

Special Attraction: Chevys, Chevys, Chevys!

A local car club will be bringing about 25 classic Chevys for you to view, including muscle cars and the ever-popular '55s, '56s, and '57s. Our sponsor Platinum Chevrolet will be showing their latest pickup and Malibu. You a Ford fan? Come and scoff! You a Chevy fan? Come and gloat at the Ford fans! You a dedicated Mopar person? Stand back and act all aloof and superior! We don't care! Just come!



A local car club will be bringing about two dozen classic Chevys for you to view at Hot Dog Thursday May 4!

We thank [Platinum Chevrolet](#), [Sonoma County Office of Education](#), and [Double Eagle Financial](#) for sponsoring the May Hot Dog Thursday.



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

May in Aviation History

On May 2, 1977, First Lieutenant Christine E. Schott of the US Air Force became the first woman in the Undergraduate Pilot Training Program to complete her solo flight in the North American T-38A Talon supersonic trainer. She, ten other women trainees, and 36 male classmates were members of Class 77-08. Schott and the ten women trainees received their wings in September 1977. Schott went on to become the first woman to qualify and serve as aircraft Commander on the C-9A Nightingale medical transport. The Pacific Coast Air Museum has a T-38 in its collection virtually identical to the ones flown by these pilot trainees and countless others in the US Air Force. (source: <https://www.thisdayinaviation.com/page/262/>) ★



Getting to Know You

From Software to Hardware: Andy Werback

By Barbara Beedon

When I came to a Member Meeting after some time away, I got the impression that everyone there knew this person named Andy, who was assigned a whole bunch of tasks. I was starting to think I was the only person at PCAM who DIDN'T know him, but he assures me that there are still a lot of people he is looking forward to meeting. Still, I wondered, "Who the heck is Andy?"

Though I haven't spent a lot of face-time with Andy, he and I have spoken a few times, and I discovered he is both easy-going *and* high energy. It also seems he has been and done a little of everything... he's full of creativity and ideas, with many achievements, and is a great "participant" in whatever he does.

Andy served two years in ROTC at UC Davis in the early 1970s, and felt good enough about his experience that he and wife Mary Ann – aka "Sam" – supported their daughter Katie's decision to follow in their ROTC footsteps. Andy and Sam were both Silicon Valley software engineers – *and* are UC Davis AGGIE Alums. They knew ROTC would give Katie valuable training and experience – as well as assignments to potential "hot spots." She has been to Iraq, Germany, Afghanistan, and other "warm" locations. Katie does her job well, and mom and dad do their best not to worry about her.

Andy is also an inventor, with several patents to his credit. One is an Aircraft Traffic Warning System that uses an ad-hoc radio network. I don't understand *how* it works, but I *do* understand the point is to make sure when aircraft come too close to each other, it warns to take evasive action. Good idea!

Andy is currently President of local EAA Chapter 124, and is a homebuilt aircraft judge at AirVenture, the huge annual aviation show at Oshkosh. He's qualified for those positions through a personal odyssey to build his own plane – a beautiful Lancair Legacy. In 2002, he and Sam went to AirVenture, and he knew he HAD to do it! After considerable thought, he decided to buy a



Andy Werback (right) receives his 2012 Oshkosh Air Venture "Gold Lindy" grand Champion trophy.

fixed-gear Legacy kit. While building the aircraft, Andy made several modifications to improve performance and speed. He completed and flew the FG for a couple years, then decided he really needed to go faster, and so upgraded to the retractable gear model. It won Bronze at Oshkosh in 2011.

After cleaning up "a bunch of sometimes embarrassing little items", Andy took his beautifully finished Legacy to AirVenture 2012, and this time, instead of just inspiration, Andy brought home the Gold Lindy Trophy for "Grand Champion Kit Built Aircraft"—testament to the additional time and energy he devoted to modifications and meticulous craftsmanship. Out of 30,000 kit-built aircraft, only a few have won that high honor.

After 35 years doing technical engineering in San Jose, Andy and Sam moved to Sebastopol five years ago and he began volunteering with the Pacific Coast Air Museum. He helped with the Air Show Volunteer Fundraising Dinner in 2016, but soon turned his energy to what he's most interested in – being an advocate for the maintenance side of Museum Operations. As Master Crew Chief, he works with 50+ Crew Chiefs, Crew Members and assorted volunteers. About a year ago, because of his experience, interest, and dedication to a job well done, Andy was invited to join the PCAM Board of Directors. He's excited to see that the Board is focusing on fundraising and the upcoming move, and is happy to be "part of the gang". Welcome, Andy!

Andy will be our guest speaker at our monthly members' meeting on May 17. He'll tell us all about building his Lancair. See page 11. 🌟

PCAM Float Progress

By Julia Hochberg

Work is underway to use Snoopy and the Sopwith Camel for this year's PCAM parade float. Here is volunteer Bill Conklin hard at work (with Andy Werback) painting the shorter "parade friendly" wings that will attach to the aircraft. We anticipate being at the Windsor Day Parade on May 6, the Santa Rosa Luther Burbank Rose Parade on May 20, and the Healdsburg Twilight Parade on May 25.

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. ★



About the Bay Bombers

Performers of the May 27 "Honoring our Veterans" Flyby

On May 27th, the skies will be graced with the sight of a missing man formation that will be flown to celebrate the WWII and Korean War veterans who are no longer with us. This will be one of the highlights at the PCAM Memorial Weekend event "Honoring World War II and Korean War Vets: Meet Our Veterans".

This formation flight will be donated and flown by the Bay Bomber Squadron (<http://www.baybombersquadron.com/>), with pilots John "Lost" Long, Kirk "TPot" Heiser, Brian "Ziggy" Neunzig, and Kurt "IT" Howerton. They are members of the Redstar Pilot Association Formation and Safety Training Organization (FAST), known as "The Redstars" for short.

Formation flight was invented around the time of World War I to get multiple aircraft to a mission. At that time there were no radio communications and multiple aircraft would soon

lose sight of each other without some sort of clearly-defined procedures. Although formation flying has been a military exercise for many years, in recent years it has become an exhibition and sport activity.

A formation flight consists of 2 or more aircraft led by a lead aircraft. All the rest of the aircraft are called wing aircraft, or wingmen. In Red Star terminology, "Parade" formation (photo below) is when all aircraft are flying close together, with only 4 to 6 feet of lateral spacing and 1 to 2 feet of "step down. The planes are stepped at about a 30 degree angle to each other, and they fly at about 140 miles per hour.

Most of the Bay Bomber Squadron aircraft are registered as "Experimental Exhibition" and most of their



flying is either training or participating in air shows. On special occasions they honor our military pilots who have passed on, or "gone west" in aviation terms, by flying the Missing Man formation in which one plane pulls up and away from the others. They will fly this maneuver at our Memorial Day weekend event. ★

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

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 ✪

Air Show Flashback

Vicky Benzig makes an inverted pass in her big and powerful Stearman biplane. She gave us a real feel for old-time air shows with their big-engined classic biplanes.



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: April 19 Member Meeting Guest Speaker: C J Stephens on Very High Altitude Reconnaissance - Flying the RB-57F

By Peter Loughlin

Our speaker on April 19 was PCAM President and master aviator C J Stephens, Lt. Col. USAF (retired). He has flown just about everything there is to fly, but at the April meeting he concentrated on his experiences flying as navigator aboard an obscure Cold War spy plane, the RB-57F.

C J was nineteen years old in 1960 when he decided to join the Air Force. He'd earned his private pilot's license a few years before, but without a college degree the Air Force would not let him become a pilot. So he went in as a cadet, got a commission as a 2nd Lieutenant, and qualified as navigator and bombardier.

When it came time to choose assignments, he selected the B-57 because neither he nor any of the instructors knew what it was. It sounded interesting, and away from the mainstream. The B-57 was a Martin-built version of the British Canberra light jet bomber, an excellent plane that was reliable, adaptable, and good to fly.

Nuclear Sampling

He spent two years near Albuquerque New Mexico flying "short-wing" versions of the B-57, taking atmospheric samples after above-ground nuclear tests. "Hot testing" took him and his pilot right into the mushroom cloud while the various pods and sensors on the plane took readings and collected samples. He hot-sampled about 20 tests over Nevada, the biggest being about 103 kilotons. "Cold testing" had them flying around far downwind of a detonation, and they often monitored for evidence of Soviet tests. Sadly, the radiation exposure is likely to have caused the cancer that led to the loss of C J's right leg later in life.

Reconnaissance

C J then spent six months at photo reconnaissance school and was assigned as a navigator with a reconnaissance post in England. For two years his job was low-level pre-strike and post-strike photo recon, and



The RB-57F. Note the large main engines buried in the wings, the two smaller auxiliary engines just outboard of those, and the sensor pods closer to the wingtips. The plane had a 122-foot wingspan. Two are still flying for NASA today.

they had specially equipped B-57s.

Because of his reconnaissance experience, he was then reassigned to Germany for highly-classified high altitude reconnaissance. This required special qualification, the fitting of a partial pressure suit, and a demanding test in a pressure chamber. He passed, though not without some discomfort. Afterward, he was fitted for a full pressure suit and never had to actually fly in a partial pressure suit.

The RB-57F

In the mid 1950s, the Air Force had modified several B-57s into the RB-57D high-altitude strategic reconnaissance platform. These had long wings and sophisticated (for the time) cameras, radars, and other sensors. They were successful, but metal fatigue led to wing failures. The RB-57F was developed to replace it. The F-model had yet larger wings, a bigger tail, enormous turbofan engines, two small additional jet engines, and various cameras and sensors. It was hugely powerful

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for its weight, and could climb to 50,000 feet in about fifteen minutes. Maximum altitude was claimed to be about 82,000 feet, though 70,000 was more realistic. Duration was just over seven hours. It had so much lift it was hard to land, and was limited to about 165 knots true air speed. The plane was completely unarmed; high altitude was supposed to be their protection from fighters and missiles.

They flew in full pressure suits. It took about twenty minutes to get into the suit, and a partial physical exam was required before each flight. They started breathing oxygen at about the time they boarded the airplane, to help purge nitrogen from the blood and reduce the chance of getting the bends if there was a depressurization. The helmet pivoted nicely on airtight bearings. The cabin was pressurized to about 37,000 feet - too high to let you open your suit visor.

The mission

Flying from Germany, their mission was to take pictures. They never flew over Russia itself because it was too dangerous. They usually flew a routine route at about 70,000 feet, sometimes over Soviet satellite countries. The photos helped our military planners gain a better understanding of what was going on behind the Iron Curtain. Military activities, new construction, ships in harbors or leaving harbors... seldom was there anything spectacular but it all told of relative strengths and weaknesses.

The camera on the plane was the most sophisticated of the time, with a 240 inch focal length. That's twenty feet, inside a five-foot diameter fuselage. They obtained



An airman in a partial pressure suit similar to the one fitted to C J. Under low pressure, the cords along the seam lines tightened up, squeezing the person and creating artificial pressure. Apparently they worked, though C J never actually flew in one.

this remarkable focal length by using mirrors. They could capture small objects like people at sixty or seventy miles. Only two of these cameras were ever built, and they probably cost twice as much as the airplane.

After about two years of this reconnaissance, C J and his pilot were scheduled to fly a new type of mission, over the Black Sea to Turkey. A replacement plane and pilot arrived, but complications arose and C J had to fly one more of his accustomed missions. The next day, the new pilot took the other plane out over the Black Sea towards Turkey and was shot down by an SA-2 missile. Had fate not intervened, C J would have been on that plane. Such was the nature of the game.

Finding Hawaii the Old Fashioned Way

C J and his pilot were assigned to ferry their RB-57F to Japan. They flew from Germany, stopped in the States for new electronic equipment, and headed out over the Pacific to Hawaii. Just off San Francisco, C J noticed some error in their compass. Perhaps all the new electronic snooping gear was affecting it. The further they went, the worse the error got. On their normal missions they navigated with a sectional chart and a telescope that pointed at the ground. But over the ocean there are no landmarks to steer by.

As navigator, C J had his hands full. By the time they were as far west as Point November (the midway point between San Francisco and Honolulu, where the US stationed a ship as a navigation aid) they knew they were significantly off course. They could still hear Hawaii-bound military and civilian traffic on the radio.

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Point November's radar told them they were 125 miles north of course but that did not seem right. C J said they had an 18 degree error by then.

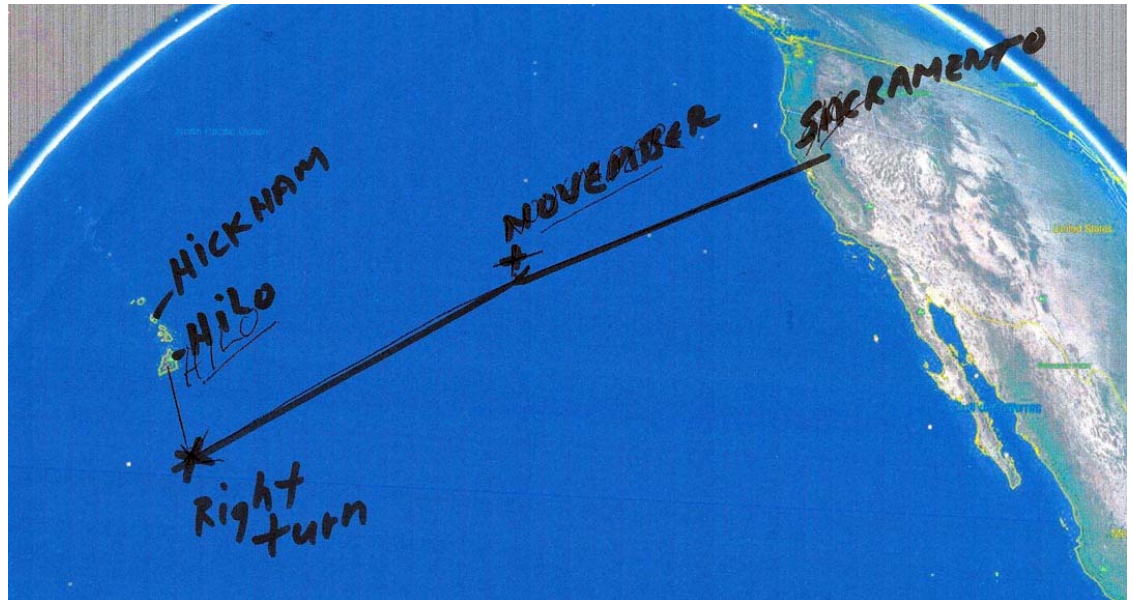
On long ferry flights like this, they flew at only 50,000 feet with hard-hat helmets but no pressure suits, to make it easier on the crew. But the plane burned more fuel at that lower altitude. If they had to fly around trying to find Hawaii, they needed more range. So the pilot decided to risk it and climb to 65,000 feet to reduce fuel consumption.

After a while, all that military and civilian radio traffic disappeared, telling him they were way off the normal route. He tried the ADF but it only picked up a local thunderstorm. Finally, he dangled a pencil by its point above his plotter, and gauged their direction based upon the angle of the sun and the time of day. He figured they were way south of course.

Finally, they picked up a radio call from a USAF C-135 bound for Australia. Their navigator confirmed that C J was 300 miles south of Hilo, Hawaii. All along, their speed had been consistent so when he estimated they were due south of the Islands, he had his pilot turn north. Within an hour they were over the southernmost Hawaiian Islands, trying to spot them through the clouds, and running out of fuel. They picked up the tower at Hilo, spiraled slowly down, and landed there safely.

About C J Stephens

C J is a native of Sonoma County and has been flying for over 60 years. C J is an instructor in multi & single engine aircraft and gliders. He has provided training for in-flight emergencies and formation flying, has trained



C J's trans-Pacific flight path, nearly made disastrous by malfunctioning navigation equipment. The black line is his actual course. They should have been significantly north of that to make it to Honolulu. The point at which they made their right turn was well over 300 miles south of their destination.

many of the Reno Air Racers, and is the Safety Pilot and Race Starter for the Sport Class at Reno. C J 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. C J's storied USAF career included 232 combat missions in Vietnam and about 3,000 hours in F-4 Phantoms. C J's combat awards include the Distinguished Flying Cross and 12 Air Medals. He also holds USAF Navigator and Bombar-dier wings. ★



May 17 Guest Speaker:

Andy Werback on Building an Oshkosh Grand Champion

The Wright Brothers worked from their bicycle shop producing their flying machines. That same spirit is alive and well in hangars and garages around the country today. Andy Werback is among an active group of local pilots inspired to build experimental aircraft from kits using their own hands, tools and knowledge of aviation. In the last few years, Andy built and flew his Lancair Legacy that was awarded the “Gold Lindy” Grand Champion award at the 2012 Experimental Aircraft Association (EAA) AirVenture at Oshkosh, Wisconsin.



Join us on Wednesday evening, May 17 as Andy shares an overview of experimental aircraft building. He will provide a background of what the Oshkosh show is all about, give us insight into judging aircraft, explain why he and fellow pilots build experimental kit aircraft from plans, and tell us what makes his Lancair Legacy unique and what it takes to fine-tune an aircraft for the Gold.

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. Andy is also credited with 600 hundred more light aircraft takeoffs than landings.

Time and Location:

Wednesday, May 17, 2017, 7:00 p.m.
Columbia Distributing.
3200 N. Laughlin Road. Santa Rosa, CA
Cost: Free for Members and Guests. ★

College Prep Students Visit PCAM

PCAM is very proud to have hosted 45 Roseland Collegiate Prep high school students on a field trip on April 19. Their history teacher Rachel Sibley asked if we could help her students learn about the Vietnam War and the



Cold War. We provided each student in advance with their own copy of the “Vietnam Memorial Issue” of the PCAM museum guidebook for them to study before their trip. We were glad to arrange special talks from C J Stephens, Jim Mattison, Mike Lynch and Charley Taylor before opening up three airplanes for them to visit and climb aboard. Getting to meet and visit with actual veterans and see and touch the airplanes used in these wars made history come alive for today's generation. ★

Special Visitors at April Hot Dog Thurs.

The family of the late Willis Tupper visited PCAM on April 6. Tupper was the Korean War pilot of the original “City of Santa Rosa,” a USAF A-26 Invader. Our A-26 Invader wears the same markings in honor of him. ★



Education Committee: Explorer Post 707, Science Fair, CARnival, Merit Badge and More!

By Dave Ford, Education Committee Chair

Education Committee Needs

Are you an educator, youth leader, or do you just enjoy being involved in activities that increase opportunities for youth? If yes and you have an hour or more to spare here & there, we sure could use you as we are rapidly expanding to meet the local demand for healthy and fun youth activities. The tasks range from docents for tours to assisting with curriculum for our STEM program to counseling young people about how to seek education and career choice advice.

Explorer Post 707 Re-Started

Danelle Jacobs, Aviation Explorer Post 707 PCAM Representative, has received approval to reactivate our charter for Aviation Explorer Post 707. This post will provide aviation education of youth (boys and girls) ages 14-20 via the Aviation Explorer Post program, part of Boy Scouts of America Exploring (<http://www.exploring.org/aviation/>).

To fully reactivate it, we need 5 Explorers and a few more volunteers on the Aviation Explorer Scout Post Committee:

Post Associate Advisor: Assist and fill in for Post Advisor John Ferreira. Duties similar to a Scout Master position in Scouting.

Post Committee Member: Be there to help us implement our programs and make decisions.

If you know someone aged 14-20 interested in becoming an Explorer, or to volunteer, please contact:

- Art Hayssen, Aviation Explorer Post Committee Chair, at 707-321-2040 or art@hayseenaviation.com
- Danelle Jacobs, Aviation Explorer Post PCAM Rep, 707-696-8482 or email dKklein@aol.com
- Dave Ford, PCAM VP & Education Chair, 707-486-8509 or 707-544-4437 or email av8r@sonic.net



Kids at the Mark West Science Fair got a chance to "Fly" our portable simulator with the assistance of highly experienced pilots Charley Taylor (top) and Dave Ford (bottom). Sorry boys, the girls tended to fly better!

Mark West Science Fair

Dave Ford and Charley Taylor represented PCAM at the Mark West Springs School District Science Fair on Saturday, April 22. They set up our portable desktop computer flight simulator including foot pedals and yoke (thank you to Clint Fereday for the new CPU!). The simulator has been programmed and calibrated for the Cessna 172SP, which is ideal for young students. Under the watchful eye of

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Dave and Charley, the students took off on runway 14 at the Charles M. Schulz-Sonoma County airport and flew the pattern. Once they were airborne, they climbed straight out to 1,000 feet and looped around to downwind for a setup to land on runway 14. Within the 4 hour time frame, 21 students flew the simulator which averaged just under 12 minutes per flight. One observation that was made... the girls flew with more finesse and tended to be smoother at the controls than the boys. Sorry guys! At the conclusion of the day one of the District people said that we had one of the best booths at the fair. This was based on comments she heard from other guests. Needless to say, she was very adamant about our return next year.

Healdsburg High School CARnival & Street Fair and Giampoli-Filippi STEM Center Dedication

Julie Barnes represented PCAM at the 2nd annual Healdsburg CARnival & Street Fair at Healdsburg High School (HHS) on Saturday, April 29. The new STEM center is named in honor of two beloved teachers, Mark Giampoli (25 years as science teacher at HHS) and Carlo Filippi (all his teaching career at HHS teaching biology). PCAM also donated a \$100 Family Membership to the day's raffle and we look forward to welcoming the winners to the PCAM family!

We are Growing!

In March we welcomed new PCAM member Julie Barnes to the PCAM Education Committee. Julie is the Administrative Manager at the School of Science and Technology at Sonoma State University. She brings the perspective of higher education and networking with other nonprofits and educators to our Committee which we know will increase our ability to serve community youth interested in aviation and science. And in April, we welcomed PCAM member Dana Johnson to the Education Committee. Dana is working with Lynn Hunt of the PCAM Flight Wing with the STEM program for high school students. Dana also has a lot of great contacts, qualifications and experience in the nonprofit world, and is a great addition to the PCAM volunteer roster.

Boy Scout Merit Badge Class May 20

If your Boy Scout wants to earn a Merit Badge in Aviation, **register online** for our next class, scheduled for Saturday May 20.

<http://pacificcoastairmuseum.org/discover/educational-programs/boy-scout-merit-badge-class/>

- Follows approved Boy Scout curriculum
- \$70 per student
- Fly our simulator
- Kinds of aircraft
- Graduation flight in a real plane
- Physics of flight
- Visit a control tower
- Lots more! ✨

Windsor High School Starts Aviation Club with Help from PCAM

Windsor High School teacher Teresa Dunne has started an Aviation Club on campus for any student with an interest in aviation. Ms. Dunne grew up flying with her father (who still flies out of Cottonwood) and she is pursuing her own pilot's license and wants to pass on her passion for flight to others. She has enlisted the local chapter of the Experimental Aircraft Association (Josh Hochberg of Sonoma Jet Center) and PCAM (Dave Ford and Lynn Hunt) to make this a reality for her new club. At the first meeting, there were about 15 students and it is growing as other students hear about it. In May, Ms. Dunne will bring 4 to 6 students to PCAM to be introduced to flying for the first time. They have requested flight time on the desktop flight simulator and according to Ms. Dunne, this will be the first time in their lives they will see an instrument panel. This event is tentatively set for May 18.

McKinley School Event

PCAM member Charley Taylor has been working with the McKinley School in Petaluma on an aviation education program, with the financial assistance of Rotary of Petaluma. As a school year-end treat in June, they will bring about 12 students in 4th-8th grade to PCAM for a tour and flights. ✨

Flight Wing News: We're Off and Rolling

By Lynn Hunt

The Flight Wing is off and rolling. On April 26th we had our first Flight Wing meeting of the year. Everyone in attendance was treated to Julie Barnes-prepared ham and *au gratin* Potatoes. Judging by how much food was left over (very little), it was quite a hit which was also reflected in the donations box. Many members got their first look at our newest addition, our Marchetti 1019, and its amphibious floats.



Just three days later we held our annual pilot refresher course which is intended to give our members an update on the most recent changes. Also popular was the opportunity to ask two Master Instructors, Art Hayssen and Jim McCord, questions about a wide range of subjects. Marlon Young was on hand to explain the facts regarding BasicMed and how it can affect pilots.

A note to members, the Flight Wing will be offering airplane rides to members on May 20th. Watch the Website for more details. ✨

Gift Shop May News

Members Always Get 10% Off

As a member of the Pacific Coast Air Museum, you always get a 10% discount on regularly priced merchandise. Just bring your membership card with you when you visit. Your purchases of gifts, clothing, books, videos, and other great stuff goes to a good cause: Gift Shop revenue helps keep our Museum open and our lights on! ✨



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

May 2017

*Open Cockpit
May 20-21, 2017*

Supersonic Weekend

*Climb Aboard these supersonic aircraft!
F-4C Phantom II, T-38 Talon, F-106A Delta Dart,
Blue Angels F-4N Phantom II Cockpit Simulator*

REMEMBER THESE DATES

May 4, 2017	11:30 a.m. - 1:30 p.m.	Hot Dog Thursday
May 6, 2017	10:00 a.m. - 12:00 noon	PCAM parade float: Windsor Day Parade
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 22, 2017	10:00 a.m.	PCAM parade float: Luther Burbank Rose Parade, Sta. Rosa
May 25, 2017	6:00 p.m.	PCAM parade float: 68th Annual Twilight Parade, Healdsburg
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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