

### Come to the Car Show July 15! PCAM Fundraiser is Summer Fun for the Whole Family

The Pacific Coast Air Museum invites you to a day of automotive and aviation magnificence. 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. Many of the Museum's high-performance planes will be on display in addition to classics from private collections. Bring your camera, your kids, and your love of all things mechanical!

Get all the details: <http://pacificcoastairmuseum.org/carshow>

There's still room for you to show your muscle car or classic car. Check the website for information.

Our sponsor **Platinum Chevrolet** will have lots of great stuff on display: two '69 Camaro Indy Pace Cars, a Z-28, a custom Chevy Nova and, several Corvettes, Camaros, and high lift trucks! Visit them at <http://www.platinum-chevrolet.com/>

Enter our raffle to win a ride in a P-51 Mustang or a **Harley Davidson motorcycle!** Dozens of cars will be on display. Hot dogs and drinks will be available for sale. See Chevy's COPO Camaro, the specialty factory-built NHRA drag racers! Definitely NOT street-legal!

\$15.00 ages 8 and over. 7 and under FREE!

Tell your friends and bring your family! ☺



We thank our sponsor **Platinum Chevrolet** for making the Wheels & Wings Car Show possible.



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### The PCAM Mission

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

## President's Message

It has been amazingly busy here at the Museum. Every week there have been events, parades, work parties, group visits, school visits, and more. The planning and preparation for each has tasked our staff working at maximum. In addition to this, there is all of the preparation for "the move", which is the relocation of the Museum to the adjacent Butler Hangar property here at the airport. Everywhere you turn things are happening.

I want to thank all of our volunteers who are helping on a daily basis. The work is getting done in a cooperative manner for which I am grateful. Particularly notable are the efforts of LeeAnn Sacchi and Duane Coppock who work tirelessly in our admin office along with Connie Reyerse, our Director of Operations. Also worthy of note is Mike Lynch, Gift Shop Manager, and his group of volunteers. The shop stays organized and well stocked. Mike is a master salesman who always has time to share a well told story with visitors. His support team includes Alan Chensvold, Greg Thomas, Fred Hosterman, Larry Houghton, Bob Bergeron, Mike Maddalena, Carol Lawson, LeeAnn Sacchi, Megan Redding, Brenda Carrillo, Steven McGough, and Theresa Whitmire.

Our A-26 crew has been hard at work restoring their plane. They recently replaced the nose gear tire which had seen better days and was falling apart. Thanks to Lynn Hunt, who knows where to find things, and Greg Ervice who was a key player in this project. Phil Gattuso and Steve Penning were kind enough to donate a beautiful tire that was mounted with some help from McLea's tire shop. Thanks guys.

Crew Chief, Carol Lawson, keeps this crew making steady progress.

Coming up on July 15th is the next big event. It will be an impressive car show along with a big mix of aviation. It the Wheels and Wings Car Show, and is mostly the brainchild of Connie Reyerse. Previous versions of this show have always been a popular outing for Sonoma County residents. Connie is supported in this effort by an array of volunteers, all of whom are needed to make this another success. Please give your support if possible.

## Thank You Tour Volunteers

Almost daily we have groups, large and small, arriving here for tours. We seem to be especially busy when the schools are out for summer. We just had 45 kids and 12 adults from Santa Rosa Middle School special ed group. They loved it here and were very attentive. The tour was led by Connie and LeeAnn plus Duane Coppock and Tony Bassignani as well as two of our new docents Paul Doto and Dan Widger. To give you an idea of what is involved with even a small tour of our museum, you can see this note from our Volunteer Coordinator, Jim Mattison, to his helpers:

"I want to thank everyone for today's very successful tour.

- Thank you Connie for performing the Introduction, opening the Jetstar and giving an encouraging debrief.
- Thank you Ray for opening up the F-106 for me and monitoring the family that climbed aboard.
- They came back after a lunch break and when I left they were waiting to fly the simulator.
- They said they were planning on coming back again.
- Thank you Commander Duane for manning the Albacross; the kids enjoyed it.
- Tony and Paul, thanks as always for being here and taking your groups around. Looks like the kids enjoyed the Tweet.
- Thank you Dave and Barney for pitching in and each taking a group; it made the tour flow much better with smaller groups.
- Dan, it looked like you were doing well with your group when I checked in on you. Thank you for joining the docent Team.
- LeeAnn, thanks for herding cats and providing direction."

## Museum Relocation

And, now for the latest information of what is going on with the relocation of the Museum. We are still moving forward. All issues of the draft lease are agreed upon and it is at the County Attorney's office for their blessing. We are obtaining contract prices and agreements for the beginning of the serious work. Very soon we should have access to the property to begin work. The design and final layout is in process and should be released soon. We still have hope of moving before winter.

- C J Stephens  
President, Pacific Coast Air Museum

## May 27 Veterans Event was a Rousing Success

“I will remember this day for the rest of my life.”

“If you do it again next year, I sure hope you’ll invite me again.”

“My kids learned so much and had a wonderful time chatting with the vets. They can’t wait to do it again next year.”

These are a few of the many comments shared with PCAM volunteers since the May 27th Veterans appreciation event: “Honoring World War II and Korean War Vets: Meet Our Veterans.” The 39 WWII and Korean War Veterans and support personnel who participated in the event were surprised and delighted to discover how many people came to express their appreciation for their service to our great nation. Whether or not the event will be repeated next year is undecided, but it’s fair to say that a good time was had by everyone.



© Peter Loughlin

To the delight of the guests, many Veterans brought memorabilia such as uniforms, pea coats, photo albums, medals, military ammunition (inert), pilot log books, navigation aids, etc. Some even wore their uniforms, which still fit. All shared wonderful accounts of their experiences during their service.



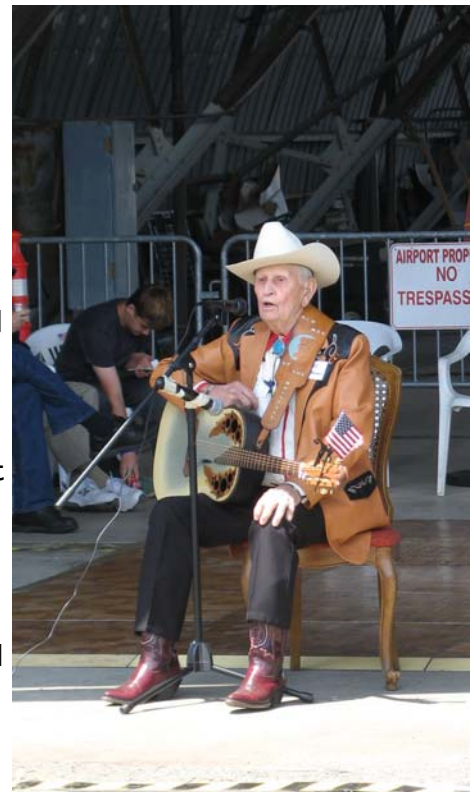
© Rob Lanyon

Bob Scoffem, in his original uniform, is given a very happy 94th Birthday wish by models Rose (left) and Gina. With them are WWII P-47 pilot Darrel Shumard (far left) and an unidentified Veteran at right.

year old Paul Belanger who served in Patton’s 3rd Army. Dressed in an outfit formerly owned by singing cowboy Gene Autry, Paul played the guitar, sang, and yodeled for the audience. Not new to appreciative audiences, Paul sang and played the guitar at Gene Autry’s 100th birthday celebration. He remains very active these days working on his daughter’s Arabian Horse ranch in West Sonoma County.

The honor of hearing these accounts by these living historians was acknowledged by many guests.

A last minute addition to the event was some well received entertainment by 94



© Peter Loughlin

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© Ronphoto, Windsor

Above: Most of the Veterans gathered for a group photo in front of the PCAM A-26. A few had already left and a few were yet to arrive, but this is the majority of them.

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To the enjoyment of the crowd, Ted Williams, News Director at KZST, generously served as the event announcer, keeping visitors informed about the scheduled and unscheduled activities such as the flying acts and Paul's singing. Ted also took charge of the raffle, successfully motivating the crowd to try their luck at winning one of several great prizes. The grand prize, a sunset flight for 3 over the Golden Gate Bridge was won by Hugh Steimle. Donated by Marlon Young, Hugh and Marlon will make the flight later this summer in Marlon's beautiful Cessna 195.

The Children's Corner, a new educational addition to PCAM events, captivated children all day. Staffed by local Montessori teachers Laurie Smyth and Joanne Tingley, they offered numerous fun and instructional activities that were appreciated by parents and children alike, and garnered some wonderful feedback and letters.



We thank the Bay Bombers Formation Squadron for flying the Missing Man formation to "Taps", and Rob Gordon and Dan Vance for the P-51 formation fly-by. We also express our appreciation to those who provided static aircraft displays, including Craig Schulz (P-40 and Stearman) and Marlon Young (T-28).

Most of all, A hearty thank you goes out to all of the volunteers who helped make the event a memorable one for the honored guests and the visitors. It was a job well done. 🌟



© Dennis Guggem

## Your Education Committee at Work!

By David Ford

### McKinley School Aviation Club

June started off with a fantastic event for PCAM Education Committee member Charley Taylor's McKinley School Aviation Club. The club arrived at PCAM Saturday, June 3rd and got to tour the museum and then go flying. Our pilots and planes were:

- Art Hayssen/twin engine Piper Aztec
- Bob Gallagher/twin engine Beech Travel Air
- Kevin Quirk/RV-12
- Paul Heck/Piper Comanche.

A great time was had by all and some of the parents even got to go flying.

### Mike Hauser Academy

PCAM co-hosted a Mike Hauser Academy education event June 12, 13 and 14. The Academy's students had just graduated from the 8th grade and will be entering high school this coming fall. They are mostly from families where English is a second language. The students attending the Academy this summer had graduated from Roseland University Prep, Rincon Valley and Healdsburg and are STEM oriented students.

The program kicked off Monday morning by dividing the 36 students into several smaller groups and rotating through various activities during the three days. First stop...classroom work conducted by Art Hayssen where the students did weight and balance and density altitude problems. The students assembled on the PCAM patio and got hands-on experience riveting under the direction of Kevin Quirk. After lunch the students were given a tour of the aircraft by Andy Werback.

Tuesday was equally busy as the day started off with visits to the control tower, helicopter operations at Helico, and a trip to the terminal to see airline operations and TSA doing what they do: security.

Other activities included hands-on simulator training on AST's DCX-Pro simulator and a gathering in the SJC maintenance hangar to observe aircraft maintenance first hand.

As the groups rotated to the various functions, more aircraft performance exercises were led by Art Hayssen on the SJC patio. Dave Ford, Katie Mone, and Dennis Colthurst were group leaders during the three day program. On behalf of SJC and PCAM, thanks to Dave Swanson in the control tower for his cooperation in working with our group.

The program was a great success and highly appreciated by the Academy teachers, Dane and Nicole, who accompanied the students. ★



Above: Art Hayssen leads the students in learning about the mathematics and physics of flight. Below, he introduces the students to the mental and manual realities of keeping a plane in the air, in the simulator at AST.



## PCAM Educational Program has Far-Reaching Impact

By Connie Reyerse

The Pacific Coast Air Museum is just that, a museum, with one big difference: it's up close and personal. PCAM has the distinction of permitting our visitors to gain an experience whereby they can see up close, feel up close and be educated about what they see up close. It is a total experience with aircraft that range from early Korean War, into the Vietnam War, and the US Cold War with Russia.

This experience is very popular with the young visitors we are privileged to educate. In keeping with our mission statement "To Educate and Inspire both young and old about our aviation heritage and aerospace technology, to Preserve historic aircraft and artifacts, and to Honor veterans." To Educate and Inspire... think about these words. How do we do this? and who would we do this for? As it states in our mission statement, both "young and old", and it is the young who receive a large part of our focus.

PCAM has had many of our area youth visit us, schools



Experiencing the cockpit of the T-37 Tweet. The instructor sat on the right, the student on the left. Though small and unglamorous, the Tweet is possibly our most popular climb-aboard aircraft because it is low to the ground and easy to climb into, which is great for those with reduced mobility. It's also easy to understand: just move the control stick and you can see the ailerons and elevator move!

have visited us by the busload, and so have small home-schooled groups. They have been fascinated by their experience, and the amount of knowledge that our docents share with our them.

On some occasions PCAM has been privileged to host our disabled youth, some with physical disabilities that limit their opportunities to climb aboard, which is usually compensated for by the energetic presentations made by our knowledgeable docents. On other occasions our disabled young visitors are challenged in other ways that make it important that our docents can focus on the levels of understanding that permit them to still enjoy their experience.

Such was the recent visit by the Elsie Allen High School Special Needs Education Group. This visit was a small, energetic,

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Left: Paul Dotto explains our model displays.

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and excited group of young people who are autistically challenged, but showed a level of interest that would melt your heart. They loved what we were able to show them, and the attention they received from our knowledgeable docents. It reinforced our program to meet the essence of our mission, and all who participated in this particular visit were energized by their enthusiasm. PCAM continues to show its aviation themed museum to all who visit, and all who visit have left feeling good about what they have seen, what they have felt, and their overall experience.



Andy Werback explains how to land an F-14 on an aircraft carrier.

PCAM is always looking for knowledgeable and willing volunteers who can perform the task of docent. It is not one to be taken lightly. It requires a deep knowledge of our aircraft, their impact on our history, and what makes them unique. But more challenging is the skilled ability to take this knowledge and convey it to all levels of understanding. From former military or commercial aviators (easy ones), to those young ones we want to focus on and steer into the aero-science field, and those of all age brackets. But the most challenging young ones are those who come to us with one or another sort of handicap. We must focus on our own enthusiasm and bring it to a level that will be of value and entertainment to challenged young people. Can you do this? If so, we welcome you as a docent at PCAM. Contact any of us who are presently docents at PCAM and we will work with you in bringing you into this exciting and challenging opportunity. ★

## REACH Air Medical Services Donates Helicopter to PCAM

By Connie Reyerse

REACH Air Medical Services has donated one of the emergency medical transport helicopters being phased out by their operation. The aircraft is the Augusta 109A #N21RX, shown below.



The sleek, lightweight, twin-engine Augusta 109A has been in service as an airborne executive limousine, emergency medical transport, rescue helicopter, public safety aircraft, and military platform for decades. With its retractable landing gear and cruise speeds of over 140 kts., the Augusta 109A is the epitome of the fast response time that is essential in the Helicopter Emergency Medical Service world.

REACH Air Medical Services, headquartered in Santa Rosa, California, provides air medical transports for critically ill and injured patients. Patients receive an ICU-level of care from their highly skilled nurses and paramedics. REACH has more than 43 air ambulance bases located in California, Oregon, Nevada, Montana, Wyoming, Colorado and Texas.

The Museum formally accepted the aircraft during a retirement party on the museum grounds for two longtime REACH employees. Now, N21RX sits proudly on our field with a complete interior as it flew when on medical transport duties. It will be on display at the upcoming Wheels and Wings Car Show July 15. This aircraft is a fantastic addition to our collection. All of us at the Pacific Coast Air Museum thank REACH Air Medical Services for their generosity and their continual support! ★

## In Case You Missed It: June 21 Member Meeting Guest Speaker: Christina Olds on Major General Robert Olds

By Peter Loughlin

Our speaker on June 21 was Christina Olds, former PCAM Director of Operations, daughter of famed fighter pilot Robin Olds, and granddaughter of World War II Major General Robert Olds. Christina gave us an overview of her esteemed grandfather's life and career, and a telling look into the ways of the Army Air Corps leading up to World War II.

Let's start with a quote from General Curtis LeMay, Chief of Staff of the Air Force (1961-1965):

"During my 35 years of service, I've been fortunate in coming in contact with...practically all (of the leaders) of the Air Force during that period, and we've had a great number of very good ones... If I had to single out any one, I would say that Robert Olds made the greatest impact on me and influenced my career the most."

LeMay had worked closely with Robert Olds, including flying as Olds' navigator before the war. Olds' leadership was an inspiration to LeMay and many others. More than anything else, Olds shook LeMay out of the quiet ways of the peacetime Air Corps before the war. Robert Olds was demanding. He pushed his men to higher levels of efficiency. He expected a constant state of readiness, because he knew their very reason for existence was to be ready to go to war. He could do everything he ever asked his men to do and he believed in leading his men into battle, not directing them from the rear. This same dictum was adopted by LeMay and Olds' famous fighter pilot son Robin Olds.

### Early Years

Robert Olds was born in 1896. During World War I



Major General Robert Olds, 1942

he joined the signal corps. He graduated from flying school in May of 1917 as a First Lieutenant in the Army Air Services, Signal Officers Reserve Corps. He was eventually sent to the huge training base at Issoudon, France, where he became such a good pursuit (fighter) pilot that they held him back to train the other pilots. He never saw combat in World War I.

After the war, Robert was sent to Luke Field, Pearl Harbor, Hawaii. While there, he met Eloise Wichman and they were married on October 22, 1921. Their famous son Robin Olds (father of our speaker) was born on July 14, 1922. In Hawaii, Robert flew everything there was to fly. He was

known for taking observation or bomber aircraft on hunting excursions to the Big Island and for water skiing behind Curtiss flying boats in Pearl Harbor.

Robert returned to Washington DC in May of 1923, and eventually became General Billy Mitchell's aide. Mitchell was extremely vocal in his support of air power and his demand for an independent air force. Mitchell was court martialed in 1925 for insubordination as a result of his ferocious advocacy of air power, but he had a lasting effect on Robert Olds and many other men who later led the Army Air Corps and Army Air Forces during World War II.

Olds continued to fly as often as he could, including doing aerobatics over Washington DC in the latest pursuit aircraft. But the Air Corps was small, and with a public and government on a strict anti-war footing, there was little support for research, development, and procurement, particularly once the Great Depression struck. There was one small cadre of outspoken troublemakers who in similar style to Billy Mitchell continued to advocate for bigger and better bombers. Robert Olds was one of the founding members of this

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“Bomber Mafia” as it came to be known. Other adherents included future Air Force luminaries such as George Kenney, Frank M. Andrews, Henry H. “Hap” Arnold, Jimmy Doolittle, Ira C. Eaker, Curtis LeMay, Carl A. Spatz, and Hoyt S. Vandenberg.

## The B-17

Eventually, the US Congress conceded that some form of heavy bomber defense might be beneficial. They procured twelve of a new four-engine bomber built by Boeing, the Y1B-17 Flying Fortress. They were placed with the 2nd Bombardment Group at Langley Field in March 1937 under the command of Lieutenant Colonel Robert Olds. Olds flew one of the planes himself, with Curtis LeMay as his navigator. Olds’ pioneering work with early B-17s laid the groundwork for the deployment and successful campaigning a few years later of thousands upon thousands of heavy bombers.



The 2nd Bombardment Group does a publicity flight over New York, circa 1937. The plane at far right is #10, the one Olds most often flew. He is flying #10 in this photo.



The “Bomber Mafia” at HQ in 1930 - consisting of instructors with the Air Corps Tactical School. Many became Air Force Generals who helped win World War II. Robert Olds is third from left, seated.

## Ferrying Command

When Germany invaded Poland in September 1939, Army Air Corps leaders suddenly found themselves receiving everything they asked for in. Newly christened Brigadier General Robert Olds was assigned in May of 1941 to coordinate the delivery of lend-lease aircraft to Great Britain through the new Ferrying Command. He was chosen specifically because of his experience getting bombers safely across oceans, mountains, deserts, and other obstacles, and for his development of doctrine and tactics for the operation of long-range aircraft.

Olds developed a plan to deliver over 1,000 airplanes a month via two routes: a northern route across the North Atlantic during the North American winter season, and a southern route

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via Brazil, Africa, and the Middle East during the winter. So you can thank Robert Olds for figuring out how to actually deliver the planes that won that war. The Ferrying Command became our Military Airlift Command, now known as Air Combat Command.

## WAFS and WASPS

By October 1941 it was clear that we were short on pilots. Olds floated the idea of using women pilots to fly the ferry routes, but it was turned down. However, the plan was approved in September 1942 and the Women's Auxiliary Ferrying Squadron (WAFS) was organized.

At about the same time, famed aviatrix Jackie Cochran approached First Lady Eleanor Roosevelt with a similar plan, and that too was accepted. In August of 1943 the two groups were merged and named the Women's Army Service Pilots or WASPS. They were the pioneering organization of civilian female pilots deployed to fly military aircraft during World War II.

## Final Days

The stress of the war and responsibility for so many men and machines had taken its toll. He had his first heart attack in March 1942. In May, he was given command of the 2nd Air Force based at Spokane, Washington. It was primarily a training command and perfectly suited to his talents and experience. But his health continued to deteriorate and in January 1943 he was diagnosed with serious cardiovascular disease. He was put on partial retirement, but had a second heart attack in April and developed pneumonia. His sons Robin Olds and Stevan Olds were summoned from West Point. They managed to get to his bedside a day before he died on April 28, 1943. He was just 46 years old.

All of us at the Pacific Coast Air Museum thank Christina for her presentation and her continued friendship and support of our museum. We are particularly appreciative since she took the time out of her busy schedule, which currently includes writing a book



"Frances Green, Margaret (Peg) Kirchner, Ann Waldner and Blanche Osborn leaving their plane, "Pistol Packin' Mama," at the four-engine school at Lockbourne AAF, Ohio, during WASP ferry training B-17 Flying Fortress." ([https://en.wikipedia.org/wiki/Women\\_Airforce\\_Service\\_Pilots#/media/File:Group\\_of\\_Women\\_Airforce\\_Service\\_Pilots\\_and\\_B-17\\_Flying\\_Fortress.jpg](https://en.wikipedia.org/wiki/Women_Airforce_Service_Pilots#/media/File:Group_of_Women_Airforce_Service_Pilots_and_B-17_Flying_Fortress.jpg))

about her grandfather, developing a video documentary about her father, and preparing for numerous presentations at the upcoming EAA Oshkosh AirVenture air show!

## 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. ✨



## July 19 Guest Speaker:

### Dr. Stephen K. Robinson, UC Davis: Humans in Space- Past, Present and Future

Dr. Stephen K. Robinson will share stories involving his 37 years at NASA as scientist, manager, engineer and astronaut. Having flown on four space shuttle missions and made three spacewalks, Dr. Robinson offers his unique and extensive expertise in spacecraft systems, operational safety, space robotics, aerodynamics, and fluid physics. He recently met with a group of PCAM Flight Wing STEM students on a campus visit to UC Davis.



#### About Dr. Stephen K. Robinson

*Professor and Chair – UC Davis Department of Mechanical and Aerospace Engineering and Director – UC Davis for Human Robotics/Vehicle Integration and Performance*

Before joining the faculty at UC Davis in 2012, Stephen Robinson spent 37 years at NASA. He now directs the UC Davis Center for Human/Robotic/Vehicle Integration and Performance, where students pursue research in Human/Systems Engineering, Human Spaceflight, Aviation Safety, Human/Robotic Integration, and UAV applications. Dr. Robinson also serves as Chair of the Mechanical and Aerospace Engineering Department. As a NASA Astronaut, Dr. Robinson has received numerous awards, including NASA's highest honor, the Distinguished Service Medal. Robinson is a UC Davis alumnus in Mechanical and Aeronautical Engineering (B.S., 1978) and received his M.S. and Ph.D. in turbulence physics from Stanford University in Mechanical and Aero/Astro Engineering (1986, 1990).

#### Time and Location:

Wednesday, July 19, 2017, 7:00 p.m.  
Columbia Distributing.  
3200 N. Laughlin Road. Santa Rosa, CA  
Cost: Free for Members and Guests. ✪

## Flight Wing News

### Babbitt Bearing Experts Sought

You may be familiar with the Flight Wing's Rearwin Sportster. It's got a non-functional 7-cylinder Leblond radial engine that's currently torn down for rebuilding. We have determined that that particular engine is legal to use, and we're not looking for a replacement.

However, it needs serious work. The cadmium/silver babbitt bearing that carries the main load is shot. We need to find a shop that still does babbitt bearing replacements. So far that search finds that most of the small shops doing things like model T Ford babbitt bearings are using a tin-based alloy – not cadmium/silver. We're still searching for a small shop that will do a Cd/Ag repair. By contrast, larger shops can handle the Cd/Ag alloy but will not do so due to liability issues. If you know of anyone or any shop qualified to do this work, please let us know. Contact Lynn Hunt of the Flight Wing at 707-235-2552. ✪



## Hot Dog Thursday July 6

Join us on the Museum grounds between 11:30 and 1:30 for the July 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 [Task Mortgage](#), [W.C. Sanderson Ford](#), and [Burgess Lumber](#) for sponsoring the July Hot Dog Thursday.



### Burgess Lumber

To sponsor a Hot Dog Thursday, contact Doug Clay at 925-997-2774 or [dougclay@gmail.com](mailto:dougclay@gmail.com). ✪

## SCOE Scavenger Hunt Brings in Teachers from All Over Sonoma County

By Anna Van Dordrecht, Curriculum Coordinator for Science, Sonoma County Office of Education

On June 6th, fifty-seven educators from Sonoma County visited the Pacific Coast Air Museum as part of the 21st Century Summer Institute hosted by the Sonoma County Office of Education. The teachers were engaged in a week of learning and designing focused on creating a climate of possibility in classrooms and schools by incorporating creativity, innovation, and student voice. To kick off the week, the participants competed in teams to win a scavenger hunt at the museum.

The goal of the scavenger hunt was threefold. First, it was a way for participants to get to know each other while working towards a common purpose. Second, it provided teachers with an example of how to creatively welcome and engage students. Finally, the app used for the hunt is a tool that teachers can use in their own contexts, and this experience gave them exposure and experience.



We used an app called Action Bound to design the scavenger hunt. The app works with iPhones and Androids and allowed participants to answer questions and scan QR codes we placed throughout the museum. Many of the questions were based around historical facts or airplane specs where participants had to find the aircraft and enter the tail number into the app. The app also allowed us to show pictures of markings on planes and the teams would have to locate the airplane with those markings.

The Pacific Coast Air Museum was an ideal site to use Action Bound. We were able to incorporate the history of the planes, their unique markings, and the information from the signs. For example, one of the questions required participants to locate a plane with the nickname “Phantom” based on a musical clue from the score of Phantom of the Opera and record its tail numbers from it as an answer. The museum also had the space for interactive challenges. Participants had to complete a paper airplane challenge, Tweet out pictures, and find clues to open a locked box.



The winning team answered all seventeen questions and opened the locked box in forty-three minutes. All participants enjoyed the opportunity to explore the museum and learn about the planes in a fun, competitive way, and they were able to see the potential of this type of activity for engaging and empowering students in their learning. We are very grateful for the generosity of the Pacific Coast Air Museum and the dedication and hospitality of its staff to the education community of Sonoma County. 🌟

## Getting to Know You: Duane Coppock

By Barbara Beedon

Duane Coppock is one of the better-known people of the Pacific Coast Air Museum, and some of his stories are just as well known. For those who don't know how PCAM "got" Duane, a bit of history: Duane joined the Museum in 2001, because he drove past one day and saw HIS Coast Guard Albatross #7245 sitting proudly at the east end of the Museum property. Duane flew that Albatross 232 hours – mostly searching for survivors – the type of survivors varied depending on which base he was working out of at the time. So he decided he wanted to hang around with the many others who were original members and leaders, and joined up. In 2002, Gary Fuqua, Executive Director, was transferred to Vancouver, so Duane was transferred to the job of Executive Director. He served in that role for three years, but the job grew to need a different set of skills and in 2005, Dave Pinsky became the Exec. Duane stuck around, and took the title of Administrative Assistant so he could stay in an active role and help with Operations.

After graduating from Cal Poly San Luis Obispo with a degree in Poultry Husbandry (yep!), Duane was enticed by a Coast Guard Recruiter, and chickens went out the window! He trained at Pensacola, (daughter Carol was born), and was assigned to NAS Corpus Christi, Texas. Duane flew regular patrols from there to Campeche in Mexico. They looked for American shrimp boats, which would be parked in or near the wide shipping lane in the Gulf. The problem was, the boats were not well-maintained, and frequently took on water. This happened often enough that Duane and his crew devised a rescue "kit" – composed of a dewatering pump and gas, all wrapped in foam rubber, with a parachute attached. Delivery of the package was complicated... drop nearby, from directly above....AND upwind. Over time, they got pretty good at it.

When you think of some of the news stories of Coast Guard activities, sometimes it seems like what they do



Duane in "his" Albatross #7245 on the PCAM grounds.

is rescue people who haven't yet mastered their yachting skills. Au contraire...

Among the many things the Coast Guard does, saving people in trouble or searching for survivors of accidents are the ones most people can relate to. Did you know that another part of the job is maintaining the nautical boundaries of the U.S.? They also maintain the aids to navigation – things like buoys, lighthouses, and at that time, the Long-Range Aid to Navigational Systems, or LORAN, the use of low frequency signals to locate ships. Now, ships are tracked through satellites and geopositioning.

Practicing skills also paid off when Duane was stationed at NAS Miami -- where year-round, there was always something happening. In addition to training, there was moving the aircraft during hurricane warnings, discovering the Bermuda Triangle is a hoax, and learning that the desire people had to leave Cuba was a powerful motivation. Unfortunately, it could also be a deadly one. So many people were fleeing the island country by any means, the Coast Guard would maintain a position approximately 35 miles from the island to be able to help many of them. Of course, many were lost. Any kind of rough weather, like thunderstorms, could be deadly. And lack of fresh water was another reason many perished. One of the things Duane and crew would do, is drop gallon water jugs to the refugees.

Even that was not as difficult as policing drug trafficking, but that's a story for another day... 🌟

## Air Show Flashback

The cargo hold of the USAF C-17 Globemaster III, viewed from the access door behind the flight deck.



## Gift Shop July News

### Member Discount

Here's a reminder that all Pacific Coast Air Museum members get a 10% discount on all regularly priced merchandise, all the time. This excludes anything already marked down or on consignment sale. It's a great way to get the perfect gift for the aviation buff in the family! 🌟



## 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>

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- David Ford 707-544-4437
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Duane Coppock 707-575-7900

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

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

## Project Coordinators

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

- Marketing**  
Julie Conklin 707-486-4914

- Volunteer Coordinator**  
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(Saturday - Thursday)

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Nancy Heath 707-477-4307

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

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David Ford 707-544-4437

- Safety Officer**  
Position Open

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- 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

July 2017

*Open Cockpit  
July 15-16, 2017*

*Look inside these aircraft!*

*Korean War Weekend: RF-86F Sabre Jet, A-26C Invader  
F-86H Sabre Jet, F-84F Thunderstreak*

### REMEMBER THESE DATES

July 6, 2017	11:30 a.m. - 1:30 p.m.	Hot Dog Thursday
July 15, 2017	9:00 a.m. - 4:00 p.m.	PCAM Wheels & Wings Car Show: Watch for more info
July 15-16, 2017	10:00 a.m. - 4:00 p.m.	Open Cockpit Weekend
July 19, 2017	7:00 p.m. - 9:00 p.m.	PCAM Member Meeting at Columbia Distributing
August 3, 2017	11:30 a.m. - 1:30 p.m.	Hot Dog Thursday
August 16, 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
September 7, 2017	11:30 a.m. - 1:30 p.m.	Hot Dog Thursday
September 16-17, 2017	10:00 a.m. - 4:00 p.m.	Open Cockpit Weekend
September 20, 2017	7:00 p.m. - 9:00 p.m.	PCAM Member Meeting at Columbia Distributing
September 23, 2017	All Day	Air & Science Fair - Details to be announced
October 5, 2017	11:30 a.m. - 1:30 p.m.	Hot Dog Thursday - Last one of the year!
October 18, 2017	7:00 p.m. - 9:00 p.m.	PCAM Member Meeting at Columbia Distributing

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