

### Wheels & Wings Car Show Report

By Connie Reyerse



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The 2017 Wheels & Wings Car Show was a great event for the entire family.

Ford Mustangs to performance Chevrolets, Chryslers/Dodges, even an Aston Martin DB-5 like James Bond drove in *Goldfinger* (but missing the guns).

**Wings:** Although we did have some airplanes last year, this year we spread our wings a bit more by placing some key aircraft on the field, with the F-106 Delta Dart as the centerpiece. Surrounding this jet were the cars and more aircraft. Thus the F-14 Tomcat, the A-26 Invader, the REACH Helicopter, and Marlon Young’s T-28 provided our visitors a blend of “Wheels & Wings”.

**Wheels:** We had some exotic cars this year, which added sophistication to the show. To have a customized Ford Pantera and a custom Fiat X 1/9 in the mix was one thing, but to then add an NHRA COPO Camaro Drag Racing Car and others created quite a scene. Andy Werback brought his REO Flying Cloud and parked it alongside the Aston Martin DB5. Platinum Chevrolet was selected as the key

The Wheels & Wings Car Show recently held on the Butler Hangar Field was PCAM’s second annual car show, and overall it was a great day with special thanks to all the volunteers that made it happen for PCAM. The show followed a lot of the template established last year, with some exceptions. I will take responsibility for those exceptions.

This year’s show emphasized who PCAM is, and what we have: airplanes. Thus our “Wheels & Wings” theme. The invitation went out to the regional car community and they responded *en masse*. We received over 100 preregistrations for cars of all types, from popular

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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.”

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## President's Message

*Editor's Note: This month, our President C J Stephens is taking some well-deserved time off. In place of his usual President's Message, we offer this update from Dave Sandine regarding the Museum's move to the Dragonfly property adjacent to our current site.*

We are underway with the Dragonfly move. We have formed a PCAM Building Committee of myself (Dave Sandine), PCAM/Flight Wing member and general contractor Chris Brown, and PCAM VP Dave Ford. We have retained an architect (Robert Moore) and a surveyor (Mike Ford) to start preparing architectural drawings and plans for Sonoma County design review and permit applications.

After consideration of the costs and benefits of each of the two sites (the existing Dragonfly building vs. the neighboring metal hangar building), we have concluded that a remodel of the old Dragonfly structure is the most cost effective and will give us the desired facilities.

The architect will prepare a rendering of what our new building will ultimately look like and we will seek funding for our ultimate project.

There will be additional modular buildings, storage units and features to serve PCAM meeting needs, Hot Dog Thursday supplies, crew chief needs and tool storage. We will remove the old airport security building (trailer), get rid of 'junk' and relocate the remaining items from Area 51 to Area 52 and store them in the existing office in Area 52. As you can see there is much to be done and we will need help. I will post opportunities to help with a schedule.

To volunteer, discuss resources, make suggestions, or just ask questions, please call Dave Ford at 707-544-4437 or email him at [av8r@sonic.net](mailto:av8r@sonic.net).

### PCAM Building Committee

Dave Ford  
Dave Sandine  
Chris Brown

- Dave Sandine

## PCAM Educational Program Report

By David Ford

Education activities for July have been slow as a result of vacations. The Education Committee had to pass on its usual monthly meeting because there was no one around to meet... kinda like the sound of "one hand clapping".

However, there was one bright spot that tended to illuminate the month. John Whitehouse trained Dave Kinzie and Jim Fisher how to run the Museum's virtual reality flight simulator, so I guess you could classify that as an educational experience. As a by-product, one



The 3D virtual reality flight simulator has become a very popular attraction. Volunteers who help run it perform an important role in generating funds for the Museum.

young man, whose name is Jack, was waiting his turn to fly the simulator and just happened to take a very strong interest in what John was doing. When John and Dave had to leave, Jack, with a little instruction and mentoring from Dave, ended up being the operator of the sim for the rest of the day. We actually have two young men capable of running the sim now, Jack Scott and Jack Littleton.

When our newly re-vitalized Explorer Post 707 is up to strength, the members can be trained on the simulator as well. With all the people learning how to run and operate it, we should have a strong duty roster to pull from. 🌟



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sponsor this year, and brought along a set of custom cars along with some interesting trucks which expanded options a bit. It was a treat to see the Platinum Chevrolet “Twins”: two identical 1969 Indy Pace Cars, which were special purchase Camaros made for the Indianapolis 500 as manufacturer specials. Very few exist today, and even fewer in the condition these two are in.

The invited cars were from every range. The Sonoma Mopar Club brought in their cars, so you’d be a happy Mopar fan. And if you wanted Ford Mustangs, the Sonoma Mustang Club brought in their cars as well, so we had a competition special on display.



© John Nelson

It was a car-lover’s delight. Lots of great vehicles of all ages and makes were on show.

To add to the mix we had a handful of very special Star Wars characters walking through our show. They were from the Golden Gate Garrison, 501st Stormtrooper Legion, a group of Star Wars character players. They expressed interest in participating next time with more Troopers. So it will be interesting next year as well.

Much ballyhoo was made of PCAM being able to dis-

play a fully functional DC-3 from the Golden Era Flying Tours group. It is a flying masterpiece. However, it is also an older airplane, with all the mechanical complications that go along with vintage machines. Some problems cropped up, which delayed its arrival. Sadly it arrived near the end of the show. However, many visitors stayed over just to see it, and were invited inside to see what flying in this wonderful aircraft would be like. We will be working more with them in the near future to have them visit PCAM, offer sight-seeing flights, and cooperate in promoting one of our upcoming events.



© John Nelson

Then there was Wonder Woman. In real life she is Heather Humbert, and made an appearance in costume at the invitation of Ron Pearson. She offered everyone some

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“She’s not one of the ‘droids we’re looking for, but she’ll do.” To add to the fun, Star Wars re-enactors, calendar girls, and Sonoma County’s own Wonder Woman were on the scene.



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fabulous photo opportunities, and we thank her and Ron for this as well.

Not to be overlooked was the tremendous effort put in by our volunteers. Tony Bassignani headed his team with support from Paul Doto and Bruce Tinkham, among others. Some of the hardest-working crew at PCAM are the ones that Joe Cholewa heads. These guys do so much, that without their efforts we could not put on the type of show on the type of grounds we have. Their hard work needs recognition, and I personally thank each one of them for all they did. Jimmy Long and Larry Rengstorf were responsible for moving the aircraft we had on display, and without their skills and abilities it would have been a challenge to have our



Pilot of P-51D Red Dog XII Lynn Hunt (left) with the lucky winner of the raffle Robert Norris . He got a ride in this spectacular warbird.



© Peter Loughlin

Event sponsor Platinum Chevrolet brought an example of the remarkable

planes where we needed them.

The Hot Dog Thursday Crew was out in full force, and they worked hard to provide the hot dog meals to the visiting public. They sold hot dogs, chips, sodas, and best of all ice cream. A great job was performed, and they did it very well. Most importantly, the visitors and car owners loved it.

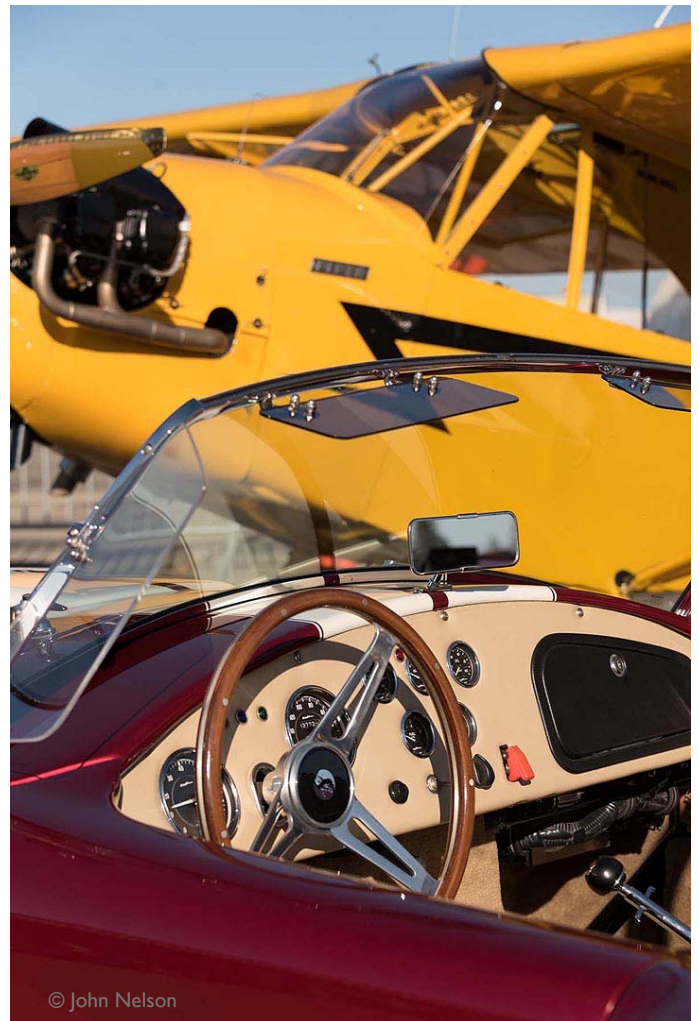
Right: To cap a great day, this grand old lady flew in, provided by Golden Age Air Tours. She was worth the wait: visitors got walk-through tours and she was available for air tours as well.



© Peter Loughlin



## More Car Show Photos





## F-106 Crew Chief Visits His Old Bird at PCAM

We had a very special visitor recently. John Cooper from Southern California dropped in to take a look at his old aircraft. He was Crew Chief of the Museum's F-106A Delta Dart F-106 #90086 from 1963 through 1966 while it was assigned to Air Force Systems Command at Holloman AFB, New Mexico.

Projects that John and our F-106 were involved in included:

- In Flight Refueling modification and testing.
- It was part of the "bubble canopy" test and upgrade project
- The INS (Inertial Navigation) Modification.



PCAM visitor John Cooper at the Museum with his old aircraft. John was Crew Chief of our F-106 from 1963 through 1966.

All of us at the Pacific Coast Air Museum thank Mr. Cooper for his service to his country, for taking such good care of "our" plane while it was in service, and for coming by to visit and share his experiences.

If you or someone you know have any connection to the planes in our collection, we encourage you to contact us and tell us more about them and your experiences with them. Better still, pay us a visit. We'd love to meet you! ✨

## Event Volunteers Needed: North Bay Science Discovery Day

On October 28, PCAM will be showing its Blue Angels F-4 Cockpit Simulator at this educational event. It attracts thousands of kids from all over.

We need people to help kids in and out of the Simulator, to take photos, to talk to visiting parents and educators, to help set up and break down, and more.

More info: <http://pacificcoastairmuseum.org/north-bay-science-discovery-day/>

To volunteer, contact Jim Mattison at [jmatti@sonic.net](mailto:jmatti@sonic.net) or 707-291-4719 ✨

## Volunteers Needed

Our Volunteer Coordinator Jim Mattison is asking for volunteers with the following credentials:

- Woodworking skills and equipment
- Carpentry skills and tools

These jobs sound like they might be fun. Contact Jim to volunteer for them while they're still available.

[jmatti@sonic.net](mailto:jmatti@sonic.net) or 707-291-4719 ✨

## **In Case You Missed It: July 19 Member Meeting Guest Speaker: Prof. Stephen K. Robinson, Astronaut: Humans In Space**

By Peter Loughlin

Our speaker on July 19 was Stephen K. Robinson, former NASA Astronaut and Professor at UC Davis. He gave us a fascinating hour-long presentation about flying the Space Shuttle and many aspects of human space flight.

Professor Robinson is from Sacramento, California, and learned to fly at a relatively early age. After trying eleven times in eleven years, he was finally accepted for NASA's Astronaut Program and learned to fly the Space Shuttle. Part of his training was learning to fly the T-38 Talon. The T-38 is a wonderful plane to fly and challenging enough to be worth learning to fly it well.

Stephen said that the life of an Astronaut is all about taking measured, acceptable risks and continuously working on improving safety. Lots of training goes into becoming an Astronaut, long before you ever climb aboard a Space Shuttle.

The interior of the Shuttle was vastly complex, studied with switches, knobs, gauges, and any other kind of control or readout you can imagine. No one person could fly the shuttle alone, largely because no one could reach everything. Stephen's role was Flight Engineer, so it was his job to know how everything worked and how every system interacted with every other system. More importantly, it was his job to know how everything could break, and how to work around the inevitable failures. The shuttle was not very communicative in terms of failure messages (no "printer is out of toner" messaging!) so diagnosis often relied upon "reading the tea leaves" and understanding what went wrong based upon which group of lights went dark in which order, and which circuit breakers tripped other circuit breakers.

The Shuttle was fly-by wire, and had five separate but identical computers. Four ran on the same software, and the fifth used different software that had been developed by a separate company to do the same thing.



This is Professor Robinson's well-known photo of himself. It is the first and only "selfie" ever shot while in space with the belly of a Space Shuttle as the backdrop. That gray grid-like pattern is the Shuttle's heat shield. The bizarre globe-like effect is a result of the highly reflective spherical visor on his space suit.

That way, if a programming bug took down the primary computers, one would continue to operate.

The control stick behaved differently from an airplane's. For example, to pull the nose up in an airplane, you pull the stick back a bit and hold it there. In the shuttle, the stick told the aircraft how great a rate of change you wanted. To pull the nose up to its standard 43 degrees for re-entry, you pull back a little and then center it when you have the angle you want. So steering it was an exercise of small pulses on the stick, then putting it to neutral.

Stephen flew four missions, including STS-95 which launched October 29, 1998. This was the mission on which John Glenn returned to space at the age of 77. Stephen also flew on STS-114 which launched July 26, 2005. This was the first flight since the Columbia disaster of 2003.

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Stephen made three spacewalks, or EVAs (extravehicular activity). His most notable was when he repaired the Shuttle Discovery's heat shield during STS-114. It was a simple repair. Personnel aboard the



Our speaker Stephen K. Robinson inspects and repairs the Shuttle Discovery's heat shield in orbit, August 3, 2005. NASA photo.

International Space Station had spotted some ceramic fabric protruding from between two tiles, so Stephen was sent to fix it. Because they didn't know what he'd need, they sent him out a huge variety of tools. But it was simple: he just pulled the offending material out of the crack with his gloved fingers and that was that. He also took his camera and shot an incredible photo of his own visor, using it as a fisheye lens to capture a one-of-a-kind view of Discovery's belly.

The Shuttle missions were flown in low orbit, which put them safely within the Earth's magnetosphere. The magnetosphere protects the Earth from the radiation spewed out by the sun and other sources in the galaxy. Once beyond the magnetosphere, that radiation would eventually cause severe health problems.

Another problem is that in zero G, the retina tends to go out of shape. Also, some of the tissue at the back of the eye can become misshapen or even folded. Both effects wreck your vision, and both can be permanent.

Stephen said in no uncertain terms that regardless of what the politicians say, we're not going to Mars until the radiation and eye problems are fixed. But he suggested that we could build a moon base and protect its inhabitants from radiation by burrowing under the surface. The effect on the eyes of one-sixth gravity is unknown. We know a lot about the effects of one G and of zero G, but very little about the range of partial gravity between the two. A long-term research project on the moon would be most illuminating.

### **About Professor 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). ★





## August 16 Guest Speaker:

### Brien Seeley, MD, on Autonomous Regional Sky Taxis

Brien Seeley, MD, is a leading spokesperson on sustainable aviation. He will provide us with a detailed analysis of what it will take for Regional Sky Transit in autonomous (pilotless) Electric Sky Taxis to become a sustainable contributor to the transportation system. He'll look at both the aircraft design and economic aspects. Brien will cover why driverless Sky Taxis will become a reality, how air quality and surface congestion will benefit, and why entrepreneurs in this new market will stand to make billions of dollars!

### About Brien Seeley, MD

Brien Seeley leads two lives. One is as a successful eye surgeon and medical leader in Sonoma County, California. The other is his 40 years as a pilot, aircraft builder, and visionary leader of aviation progress. In 2015, after his 34 years as President of the renowned CAFE Foundation, Brien founded the Sustainable Aviation Foundation (SA) in order to advance technologies and innovations pertinent to environmentally friendly, electrically powered aircraft and to help bring forth their implementation into safe, quiet, useful aircraft that can benefit the public, the environment, and the transportation system.

Brien obtained his M.D. degree from UCSF in just three years. He studied aeronautical engineering and helped build two experimental homebuilt aircraft. Brien founded the CAFE Foundation in 1981 to host the CAFE 400 flight efficiency aircraft races. In 2003, Brien founded the Personal Aircraft Design Academy (PADA). He is a senior member of the American Institute of Aeronautics and Astronautics (AIAA). Brien also conceived of the first-ever Electric Aircraft Symposium. Read more: <http://pacificcoastairmuseum.org/events/member-meeting-august-2017/>

### Time and Location:

Wednesday, August 16, 2017, 7:00 p.m.  
Columbia Distributing.  
3200 N. Laughlin Road. Santa Rosa, CA  
Cost: Free for Members and Guests. ✪

## Hot Dog Thursday September 7

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



This issue of the newsletter came out too late to announce the August 3 Hot Dog Thursday, but we thank our August sponsors [Accent Printing](#) and [Silveira Buick GMC](#) for making that event possible.

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### Happy Birthday to these WWII Veterans!

PCAM will be hosting a very special birthday celebration during our Hot Dog Thursday on September 7. Three of our Oral History Program participants are having (or may already have had) milestone birthdays in 2017. These special people are:

- ✪ Al Maggini -- 102 years old
- ✪ Fred Bollinger -- 101 years old
- ✪ Margaret "Peg" Haapa -- 100 years old

Please come by and help us make this a memorable celebration and year for these patriots who served our country during World War II!



### Become a Sponsor

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

## The Rearwin Sportster and its Leblond 7D Engine.

By Michael Elliot Jones

The Rearwin Sportster is the two-seater, fabric-covered, wood-framed taildragger with a 90 hp radial that was deeded to us by Linda Freese after the passing of her husband Jim. James Freese was a retired airline captain. We are still at the stage of determining whether its Leblond 7 cylinder radial can be restored.



As background, it was determined that the 7D engine was legal in spite of its being 10 years older than the airframe – circa 1930 vs. 1940 – and not installed until 1975. In 1992, an A&P signed off on the installation. Therefore, any search for alternative engines is shelved. Our current focus is on the condition of the remaining engine parts: what can be used, what can be recovered, what needs to be found as replacements. Until the engine questions are resolved, the airframe and its deteriorating fabric covering are stored.

Early in the winter, the paint was stripped from the cylinders revealing a full set of seven, sequentially numbered. These seven appear to be the originals. Notes that came with the plane indicated that in 1993, Jim Freese had bought five other cylinders, plus another crankshaft from a person in Kansas City. Why, we do not know. A call to the person in KC revealed that the transaction did take place and those parts were shipped to Mr. Freese in Ukiah. But they did not arrive at PCAM when the plane was deeded to us. There is reason to expect that they may still be in the Freese house, camouflaged by other boxes containing Mr. Freese's BSA motorcycle parts collection. Stay tuned.



The cylinders we have were stripped down to their parts – compare with the pictures in the August 2016 article vs. those shown here. To determine whether these cylinders can be used, and whether to use new oversize pistons that came with the plane, or to go for new pistons, we looked for an expert. One turned up in Petaluma at Engine Dynamics. That person, one Mike Crowther, is now examining one of the Leblond cylinders and the old and new pistons. He has also seen the crankshaft which he deems looks good. We left him with those parts and specifications paperwork. Hopefully we'll hear back from him in a few weeks.



The second hurdle is the cadmium/silver babbitt bearing that carries the main load. As shown in the photos, the damage is too much to be ignored. So, the second task is 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. Any suggestions regarding the bearing issue will be appreciated.

So, we expect that this will be another of those slow progress projects, unless the museum has more success with its fund-raising programs, thereby opening other avenues. ✨

At left: the cadmium/silver Babbitt bearing needs to be replaced, and the Flight Wing asks your help in locating a shop that can handle it.



## Flight Wing C-1A Trader Makes First Public Appearance Away from Home

By Chris Brown

On a very HOT July 7<sup>th</sup> & 8<sup>th</sup> the Flight Wing's flagship Grumman

C-1A Trader had the privilege to attend its first non-home air show at Nevada County Airpark, just outside Grass Valley, California.



We arrived overhead shortly before 6pm on Friday evening July 7 with a low pass to announce our arrival to the gaggle of onlookers and event staff. After landing we folded our wings and taxied to the Twilight Hangar Party, which was a dinner and dance fundraiser. We parked and shut down right in front as the main attraction.

No sooner than climbing out, we were flooded with questions by guests, all the while cleaning normal oil leakage off the landing gear and gear doors. During the course of the evening we met a few people who had flown S-2's or at had been part of S-2 flight/ground crews. One person had logged over 1,000 hrs in a C-1.



The Flight Wing C-1A Trader makes a low pass right down the runway during the show at the Nevada County Airpark, just as a CalFire S-2T air tanker rolls past underneath on its way to a fire. This maneuver was executed with the approval and willing participation of everyone involved (including the Air Boss and the pilot of the tanker). As the C-1A passed overhead, the S-2T tanker pilot was heard to say "Dang, I wish I had my camera!"



After getting some good food in our stomachs and relaxing to the tunes of the 20's, 30' & 40's played by a live band, we had some time to check out a few classic cars and a couple aircraft brought down for the party. Meanwhile Cal Fire was heavy active with 6 tankers flying on a fire near Oroville all evening long.

Getting an early start Saturday morning,

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The C-1A at the Twilight Hangar Party, July 7.

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we moved the C-1 to the air show ramp and got it fueled for our late afternoon fly-bys and departure. We were able to sneak off for a little pancake breakfast. Returning to the C-1 we were happily greeted by the public with tons of questions, some of the most common were: Is this an S-2? Does this still fly? Where are we based and who owns it? A sad surprise was that most people have never heard of PCAM. **They have now!**



Despite temperatures being close to 100 degrees, there was a great turnout by the viewing public. There was also a wide variety of aircraft - a mix of general aviation and warbirds. Some mentions are: Bamboo Bomber, P-51H and D, C-47, T-28, five T-6's, some Wacos, a 1930 Monocoupe, three Luscombes, a few seaplanes and many more. A variety of food vendors were on hand as was a kid zone with inflatable jump houses and other activities. Once the flying started it consisted of three passes for each plane and after their last pass most headed for home.

Until this performance, most of the people at the Grass Valley Air Show had not heard of the Pacific Coast Air Museum. Thanks to the Flight Wing, now they will never forget us.

Around 3pm we were pulled from our display area and placed on the ramp for start procedures. We fired up, unfolded our wings, and taxied down the ramp to the numerous waves and thumbs up by the crowd and a salute from the Cal Fire crews. We performed our run up and system checks and then barreled down the runway, lifted off and made our 3 passes with a wing wave on our final pass.

In conclusion, without a doubt we have successfully achieved our mission to preserve, educate, inspire, and honor our veterans. I would like to thank my crew for their hard work to make it possible for us to be able to attend this event and many more to come. I would also like to thank Lynn Hunt, Billy Kerkhof and Michael Joyce for help kick-starting this awesome adventure. We were able to meet all kinds of people, hear all kinds of stories, and had a blast doing it!

STAY TUNED.....WHERE WILL WE BE NEXT? 🌟



## Getting to Know You: Paul Heck

By Barbara Beedon

Paul Heck grew up at the Korbel Winery property, which was purchased in 1954 from the founding Korbel family by three Heck brothers. These guys chose to make champagne in bottle-fermented European style, rather than bulk processing. In 1982, Paul's cousin Gary Heck was appointed company President, then Chairman of the Board in 1984.

Growing up on the ranch was an adventure, especially with 70+ horses. The horses were used to get around the property in inclement weather when vehicles could get stranded in the mud. Paul worked leading tours and doing other odd jobs. He also became quite the horseman, and his skills included shooting wine bottles from horseback -- even when both he AND the bottles were in motion.

In 1949 Paul's father traded a case of Scotch for a World War II Army Jeep. Paul learned to drive with the Jeep, and still owns it today. In fact, it plays a role in most PCAM events, picking up Santa from his reindeer (or, "helicopt-deer"), and becoming a roaming fixture at Air Shows and other Museum events. Paul got his driver's license at age 14, and drove the Jeep from the winery to school at Cardinal Newman HS. Driving a Jeep was cool, but Paul wanted to fly. After school, he started going to Nation's Flight Service, where Norma Nation's father was FAA certificate instructor. Now 16, Paul also logged hours helping transport winery personnel around different winery sites in Lodi.

After graduating from Santa Clara University, Paul worked with a group that purchased and "flipped" A&W Root Beer franchises. Realizing it was easier to buy and sell them than RUN them, in 1977, Paul decided to get a Real Estate license. While he was becoming "one of the best" agents around, he was also working for Santa Rosa Aircraft Sales. In 1992, he bought his own plane -- a 1959 Piper PA 24 250 Comanche he nicknamed Charlie.

With his love of flying and vintage aircraft and vehicles, Paul volunteered donating flights to museum education programs. He decided to join the Pacific Coast Air Mu-



Paul and his jeep give guests a tour at a PCAM event.

seum, joined the Board, helped find ways to raise money through new Museum events, and helped Steve Hoxie with Air Shows. In 2003 Paul married Maggie Johnston, who also loves to fly "Charlie". They log frequent flights to Olympia, Washington and Boise, Idaho to visit family.

Paul is always thinking, a natural spark plug who seemingly never runs out of ideas. He's had many ideas for raising money for the Museum. One of his favorites is to hold a Swing Dance event, and another is the idea of a PCAM "Officer's Club" which would include a couple of tasting rooms run by wineries to benefit the Museum, where they could capture names for wine clubs and other marketing efforts.

His energy and inventiveness have helped with many Museum projects, but one of his favorite ideas was Hot Dog Thursday. He wants to make sure everyone knows the idea grew from many minds and many conversations, and he has been very impressed -- and grateful -- for all the hard work and dedication of so many Museum members who have made it a success. He is especially thankful to the Gift Shop staff for their professionalism, for re-imagining the Gift Shop merchandising, and mostly for taking on the huge job of supporting Hot Dog Thursday every month. They didn't ask for all the extra work, but Paul and everyone are very grateful that they -- and all the Museum staff and volunteers -- do such a fantastic job of making it a great event -- and a great success!

Thanks, Paul! Keep coming up with great ideas! ✨

## Air Show Flashback

Waaaaay back in 2014 a pair of US Marine Corps V-22 Osprey aircraft were at the Wings Over Wine Country Air Show, and one was our star performer. This telephoto shot shows the transition between vertical and horizontal flight, with the en-



© Peter Loughlin

gine nacelles still pointed slightly up. The flight demos were incredible; the aircraft hovered out over the grass between the runway and taxiway, and kicked up a considerable cloud of dust. One was on static display and the crew met and mingled with the crowd, and posed for their cameras. ✨

## Gift Shop August 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! ✨



© John Nelson

## 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**  
David Ford 707-544-4437
- Treasurer**  
Nancy Heath 707-477-4307
- Secretary**  
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**

## **August 2017**

*Open Cockpit  
August 19-20, 2017  
Vietnam War Weekend  
F-4C Phantom II, F-105F Thunderchief, A-4E Skyhawk, A-6E  
Intruder, C-1A Trader, UH-1H Huey, and several others!*

### **REMEMBER THESE DATES**

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

**Pacific Coast Air Museum**  
**One Air Museum Way**  
**Santa Rosa, CA 95403**  
**707-575-7900**  
**[www.pacificcoastairmuseum.org](http://www.pacificcoastairmuseum.org)**