

### PCAM Intern Program Helps High School Students Graduate

The Pacific Coast Air Museum has begun an intern program for high school students that allows them to satisfy their community service graduation requirements.

It started rather spontaneously back in May of this year, when Amelie from Credo High School in Rohnert Park contacted the Museum and said she wanted to do her community service hours with us. PCAM volunteer LeeAnn Sacchi accepted immediately, and what a good move that was!



Interns Ethan and Hiroya volunteered at PCAM to satisfy their Community Service requirements for high school graduation.

But first, some background. All public and private high schools require that their students do twenty hours a year of community service in order to graduate. The public high school kids have to fit it in after the regular school hours and around their schedule. Some private schools (like Credo) give their kids one week a year off to get their twenty hours done all at once.

Amelie helped out in the office back in May, and then got seriously to work helping arrange the logistics of our May 27 “Meet the Veterans” event on Memorial Day weekend. We had no Intern program back then, but Amelie did the kind of work an Intern would do, and the title stuck. Besides: “Intern” sounds a lot better than “that high school kid who’s doing her community service hours here”.

So we’d had our first Intern. But we never really advertised the opportunity to be a PCAM Intern. News spread by word of mouth, and at the beginning of August we had direct inquiries from Ethan and Hiroya, fourteen-year-old boys at Credo High who wanted to work at PCAM for their week of community service.

LeeAnn accepted them both, and even prepared some classes for them and some tasks that were important to the Museum and interesting to them. They arrived

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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

Wow, what a summer. When one looks back at all of the events that PCAM was able to do this summer you will see it was a fully packed schedule. In addition to that there was all of the planning and preparation to move the entire museum to the adjacent property. That is why the summer seemed to whiz past at great speed.

### What We've Accomplished During the Last Few Months

- Tours to school classroom
- Ford Tri-Motor tour and demo flights (About 500 passengers)
- Conducted tour groups of Special Ed
- Three local parades (Our float boosted Museum exposure to hundreds of locals)
- F-4 cockpit trainer on tour at Parades
- Community outreach program
- School groups touring at the museum
- Wheels & Wings Car/Airplane show fundraiser at the Museum
- Boy Scout Merit Badge training
- Out-of-State tour groups from Texas, Oklahoma, Nebraska (About 50 visitors)
- Flight training programs
- Huge gathering of WWII and Korean vets (About 4 Veterans and hundreds of visitors)
- Oral History Program (Several interviews now stored with the National Archives)
- Flight Wing classes on restorations (One each month)
- Hot Dog Thursday (Six so far, seven in total, with many hot dogs sold)
- Special Private Dinner (Your Directors served 23 dinner guests)
- Calendar photoshoot for Veterans with rescue animals
- New Baby Section in Gift Shop (Very popular!)

Each of the above events took staffing, planning, preparations, docent participation, and cleanup. We all should take pride in what we accomplished.

Right: Most of the Veterans who attended the "Meet Our Veterans" Memorial Day event on May 27. This was a hugely popular event at PCAM.



## PCAM Move

Thanks to our hard working volunteers, led by Andy Werback, the clutter and unneeded objects are rapidly being eliminated. The old "security" modular building we received as a donation was in worse shape than expected and sadly, it must go into the dust bin. When the move actually happens we want our grounds to be as clean as possible. Some of our useful assets are being moved to "Area 52" storage containers.

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The T-34 we received on loan from the Navy was deteriorated to the point that it needed to be returned to the Navy Depot in Tucson AZ for demolition. It was a long drive pulling a trailer but is now done.

### **Now, what is going on with the actual move to the new PCAM site?**

The good news is that big progress has been made. It was not as simple as it could have been but we are moving forward with permits and drawings and contracts that are necessary for the administrative process.

After a very close inspection and analysis, it was determined that the Dragonfly building will be our primary facility. The small metal hangar had too many difficult (and expensive) problems to fix to make it viable. Improvements to the large Butler hangar will be done after getting settled at the new site.

Chris Brown, a PCAM member and licensed contractor, has been instrumental in giving us clear instructions on what we need to do to modify the Dragonfly building and move this project forward.

Some good news, for us, is that we have learned that the sewer line is already connected to the utility service. That turns out to be a big cost savings. Delays for continuing should be minimal since this is a building remodel as opposed to new construction.

The current goal is for the roofing contractor to restore the roof starting September 15th. Our hope is to stay dry in case the rains start early this year. Soon after that, other cleaning, painting, and restoration tasks should start.

### **August Speaker**

At the August meeting we presented an outstanding talk by Dr. Brien Seeley about the possible future of travel here on earth. His presentation on autonomous electric transportation systems was fascinating and enjoyed by our members.

### **Director Leaving**

Here is some bad news for us, but good news for PCAM Director Clint Fereday. He has accepted a job in the Chicago area and will be moving. I understand it is a fantastic flying job in a very nice jet. We wish him all of the best success and good flying. Thanks, Clint, for your support while being one of our directors.

### **Young Talent**

There seems to be an emergence of young talent within our museum. Several young people have come forward to help out as simulator operators. Caitlyn Jurin and Jack Scott have been working shifts on the simulator schedule. Both are excellent instructors. Caitlyn is a senior at Santa Rosa High School. Jack is too young for a driver's license but he sure knows a lot about airplanes. There are photos of them both on page 5.

### **What is ahead?**

Now that schools are back in session, summer vacations are slowing down and so is our frantic event schedule. Here's a look at what's coming up

- 9/6/17 Flight Wing class & meeting
- 9/7/17 Hot Dog Thursday
- 10/5/17 Hot Dog Thursday (last one for 2017)
- 10/28/17 North Bay Science Fair Exhibitor (Blue Angels F-4N Phantom II Cockpit Simulator)
- 11/11/17 Veteran's Day (Honor our Veterans)
- 12/8/17 Mailing out of ballots for new board members
- 12/15/17 Board of Director Election (replacing 3 Board members)
- 12/16/17 Santa Fly In (very popular with families and younger folks)

The AeroScience Fair we had considered hosting in

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September has been cancelled.

## We are still in need of volunteers.

This museum is completely dependent on volunteer help. Nearly all that is done at PCAM is done by a volunteer. We have some very hard working and capable persons doing all of it. As you can see above we have gotten a lot done this summer and still have a lot going on. We need more help to keep this momentum going to even greater success. So, Please, even if you can spare only few hours to help out it will be greatly appreciated. See Jim Mattison who can coordinate you into an important and rewarding task. Jim can be reached at 707-291-4719 or [jmatti@sonic.net](mailto:jmatti@sonic.net).

-- C J Stephens  
President,  
Pacific Coast Air Museum

## Event Volunteers Needed: North Bay Science Discovery Day

On October 28, PCAM will be showing its Blue Angels F-4 N Phantom II Cockpit Simulator at this educational event. This is a fabulous opportunity for the Pacific Coast Air Museum to spread its name, generate some excitement, and get more visitors out at the Museum itself. Kids can climb aboard the Simulator and see what a real jet fighter cockpit looks like. It's always one of the favorite attractions at the Discovery Day event.

The North Bay Science Discovery Day attracts thousands of kids and parents every year. To help serve the crowds we expect, we need volunteers to help folks climb aboard, move the Simulator back and forth from the Museum to the fairgrounds, and do customer outreach. To volunteer, contact Jim Mattison at [jmatti@sonic.net](mailto:jmatti@sonic.net) or 707-291-4719. The Blue Angels Cockpit Simulator is on loan from the National Naval Aviation Museum at Pensacola, Florida. 🌟



 **North Bay Science Discovery Day**

**Sonoma County Fairgrounds**  
1350 Bennett Valley Rd, Santa Rosa, CA 95404  
10:00 am – 4:00 pm  
Saturday October 28, 2017 **Free Admission, Free Parking**



 **Have fun learning with hands-on science**

- Robots
- Animals
- Rockets
- Microscopes
- and much more!

Part of the Bay Area Science Festival. Presented by Keysight Technologies, Buck Institute for Research on Aging, University of California at San Francisco, and Children's Museum of Sonoma County.

This is not a school district sponsored activity. This flyer was not printed at the school district's expense. The school district has not evaluated or approved the program or service. For information, email [carole@bayareascience.org](mailto:carole@bayareascience.org).

**For more events and fun go to**  
[NorthBayScience.org](http://NorthBayScience.org)

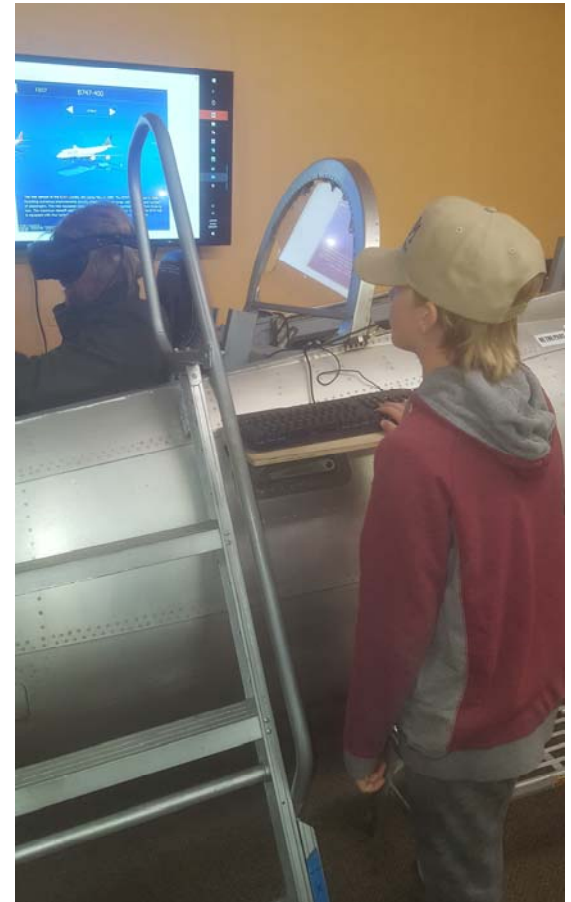


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on Tuesday morning, August 29, eager to get to work. But that week we suffered a severe heat wave, so their tasks were reduced and they were given a bit more in the way of aviation education than had been planned for. One of the things they did do was to help clean the interior sections of the wings of one of our historic jet fighter planes. And they helped with a bunch of office work. LeeAnn also required them to make a five minute oral presentation about one of the airplanes in our collection.

In addition to all this, we've also been getting regular assistance from high school students Jack Scott, Jack L, Chris, and Luis. They've been volunteering on and off for the past several months as their schedules permit. They also do many of the things an Intern would do, so are now considered to be part of the Intern program. And Santa Rosa High Senior Caitlin Jurin pretty much created her own Intern position by running the flight simulator on Saturdays for the past several months. So count her in as well.

As the Intern Program grows, we are likely to develop some specific plans and responsibilities for all who participate. But for now, each student's activities are tailored to their specific interests. We will also want to start methodically spreading the word to all the high schools in the County, because there are loads of young adults out there who would really like to get more exposure to the science of aviation. And since the Pacific Coast Air Museum is a (501)(c)(3) non-profit, the hours a high school student spends with us will count toward their



Intern Jack Scott (right) runs the simulator computer and trains a pilot customer.



community service, as long as they are properly applied for, approved, and recorded through their school.

If you or someone you know is aware of projects our Interns ought to be working on, or would like to help us develop and promote the program, let us know! Contact LeeAnn Sacchi at [lsac-chi@yahoo.com](mailto:lsac-chi@yahoo.com) or 707-575-7900. ★

Left: Intern Caitlyn Jurin trains one of our younger simulator pilots, and



## Local Nonprofit Dogwood Animal Rescue Holds Photoshoot at PCAM

Jill Champion of Dogwood Animal Rescue Project, a non-profit 501(c)(3) organization approached PCAM to do a 2018 calendar that married rescue animals with aircraft and veterans. Six of the calendar month photographs were taken at the Charles M. Schulz-Sonoma County Airport, and the other six were taken at the Sebastopol Golf course.

PCAM was instrumental in locating 11 of the veterans (all from WWII) from our library of Oral History program participants, and six aircraft. Craig Schulz, Marlon Young and Darrel Bond/Rob Gordon generously allowed their aircraft to be included, and Paul Heck provided the use of his WWII Jeep. The six calendar months airport shoot included the following proposed combinations (the final selections are yet to be determined):



WWII & Korean War Veteran Phil McSpadden with a new friend.



World War II Veteran Roland Rush with one of the dogs from Dogwood Animal Rescue

- Joan and Roland Rush - PCAM's H-34 Choctaw Helicopter
- Joan Rush - Paul's jeep
- Phil McSpadden - Marlon Young's T-28
- Bob Trombetta - PCAM's A-26 Intruder "The City of Santa Rosa"
- Al Maggini - Craig Schulz's P-40
- Rich Alfonso - Craig Schulz's Stearman
- Elmo Fama - Darrel Bond's P-51 Mustang

PCAM support for the Sebastopol photo shoot included coordination with WWII veterans Darrel Shumard (who had to cancel due to an injury), Marco Verbon, Paul Belanger, and Dave Robertson.

The final product is anxiously awaited. All of the veterans and many other people have expressed interest in purchasing copies of this calendar that will raise money to support the rescue animal program. 🌟

## In Case You Missed It: August 16 Member Meeting Guest Speaker: Dr. Brien Seeley, MD, on Autonomous Regional Sky Taxis

By Peter Loughliln

Our speaker on August 16 was Dr. Brien Seeley, MD. He gave us a fascinating look into the future of regional transportation, in the form of autonomous flying sky taxis.

This would involve tiny airports, or “pocket airparks,” located all over the place within urban and suburban areas. Small, quiet, electric fixed-wing aircraft would land and depart automatically, carrying one or two people to other airparks within about 100 miles.

If this sounds like a fantasy, think again. Brien is a recognized expert in the field of electric aviation and he and the organizations he is involved with have some extremely well documented arguments in favor of this revolutionary initiative.

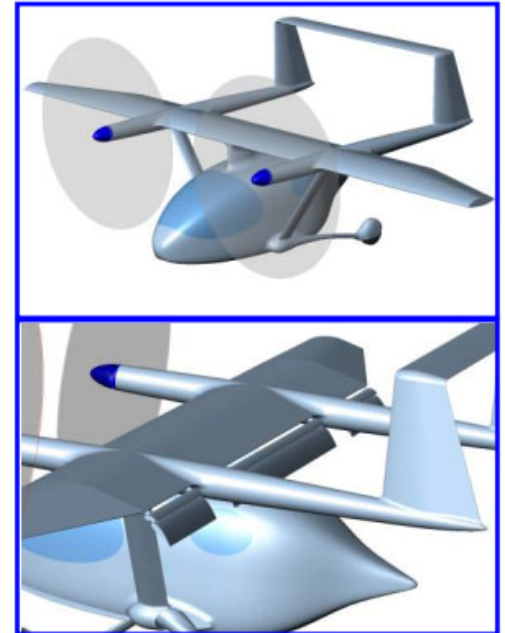
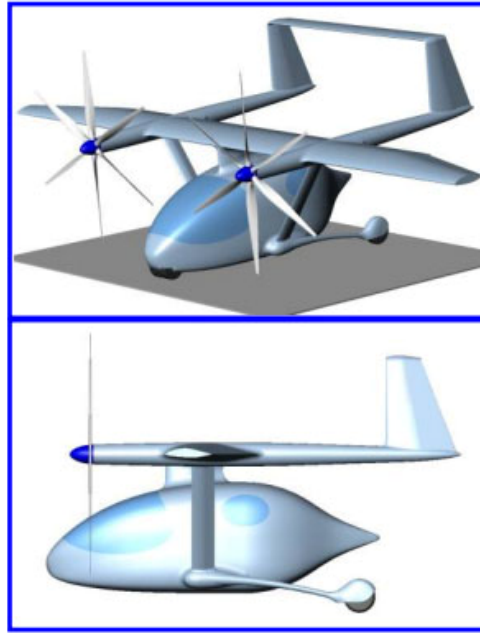
### Little Sky Taxis Solve Big Problems

No new idea ever really succeeds unless it solves a problem. Here’s where regional sky taxis can improve things:

- Traffic gridlock: Nationwide, the average driving speed is now about 22 miles per hour.
- Poor road conditions: Deteriorating infrastructure (bridges, pavement, etc.) are too expensive to fix nationwide.
- Climate change: Byproducts of internal combustion engines are heavily implicated in climate change and other types of pollution.
- Shrinkage of general aviation: Even if cheap and efficient small flying taxicabs were available today, local airports are too few and far apart. People would have to drive too far to get to them.

### Electric Aircraft Coming of Age

“We have seen the future of aviation and we believe it is electric,” said the head of tech giant Siemens recently. Developments in aerodynamics, electric power-



An artist’s conception of a regional sky taxi. The detachable passenger pod contains the batteries that are swapped out for fresh ones after most flights. The propellers are large and efficient and very quiet. The wings will feature high-lift and anti-stall devices. Drawn by Cris Hawkins.

plants, and batteries have greatly increased efficiency, to the point that electric-powered aircraft are becoming practical. Even demonstrator aircraft powered by photovoltaics (solar power) have been making the news in recent years, like the Solar Impulse 2 which circled the globe between 2015 and 2016.

### The QSTOL Regional Sky Taxi Vision

Your trip in a QSTOL (Quiet, Short Take Off and Landing) sky taxi begins when you use your mobile phone to reserve and pay for a spot. You would get to your nearest pocket airpark by walking, bicycling, or taking some kind of electric road taxi. There would be no TSA because there will be no manual controls in the aircraft. You would step into a passenger pod sitting in one of thirteen parking spots. Then a sky taxi airframe would back up to your pod, hook up, and taxi away with you. The sky taxis would come and go every

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several seconds, so there would be very little waiting time before boarding.

Your sky taxi would take off in about 140 feet. In flight, advanced control software would enable extremely close separations and efficient routing. Brien says they could handle relatively high winds, fog, rain, and darkness. Thunderstorms would ground them.

Your QSTOL taxi would land in a couple hundred feet, taxi to a parking space, and detach from your passenger pod. You'd step out and be on your way. Immediately, a new pod with a fresh battery and new passengers would attach, and it would be on its way again.

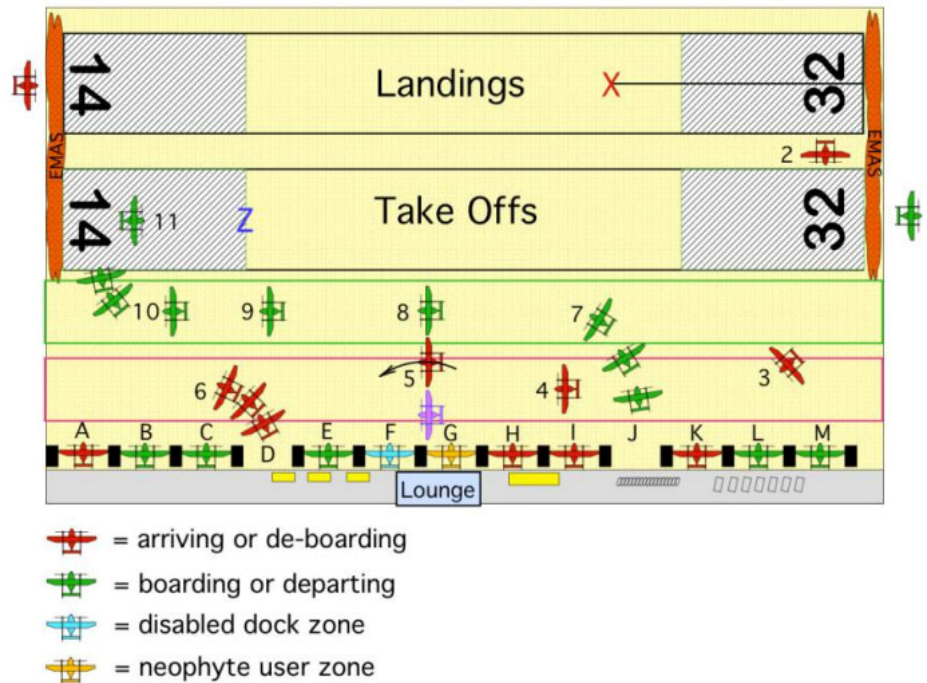
There would be about a hundred thousand pocket airparks in urban and suburban areas throughout the United States, each only about three acres or the size of a soccer field. The vision is to have so many airparks that local residents could get to the nearest one within a couple minutes. Quick access will be vital, because people will only give up their cars when they can easily choose a faster alternative.

The sky taxis would be small, weigh about 1,500 pounds, travel at about 120 miles per hour, and have a range of over 100 miles. You could get from your front door in Santa Rosa to San Francisco International Airport in about 25 minutes. Try that in your car! With improvements to batteries, photovoltaics, and motors in the next few years, these projections will improve and become more attractive.

## Noise is the Big Issue

All over the country, traditional small airports are disappearing. Local residents complain about the noise and before you know it, city council meetings are held and the airport is slated for redevelopment.

High Capacity Pocket Airpark (720 pax/hr)  
168 x 99 m (550 ft x 325 ft, 4.1 acres)



A schematic of a pocket air park. The tiny size is nonetheless of sufficient size for the small, light, and powerful (but quiet!) QSTOL sky taxis to safely take off and land. It sits on a parcel about the size of a soccer field.

So how could little airports exist within our suburban utopias? They can't, unless the sky taxis are so quiet that they can't be heard beyond the edge of the airpark. They would be driven by quiet electric motors swinging large, slow, quiet propellers. Upon departure, they would follow a prescribed climbing turn that would place them high enough at the edge of the airpark so no one on the ground could hear them.

The quieter the sky taxi, the smaller the airpark need be. Smaller airparks are cheaper to build and easier to fit in congested areas. Thus: quiet = small. Small = local. Local = success.

## Coming Soon?

The technology for all of this already exists, in the form of electric aircraft motors, high-lift systems, stall avoidance measures, highly efficient propellers, and more. Autonomous takeoff and landing systems are already well developed. In case of emergency, each sky

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taxi would have a ballistic parachute and these are already in use on many general aviation aircraft. Navigation software would in some ways be simpler than for driverless cars and trucks, because there are fewer random elements in the sky like potholes, pedestrians, and chaotic vehicular traffic. But one has to wonder how they are going to overcome the serious problems of hacking and software glitches, which could leave a skyful of travelers (and people underneath them on the ground) vulnerable to a terrorist attack or simple programming bug.

The QSTOL sky taxi would be a huge moneymaker: a \$20.00 fare and 10% ridership would mean 1.5 billion dollars per year net profit in the San Francisco Bay Area, with no government subsidy required. It's a moneymaker all on its own.

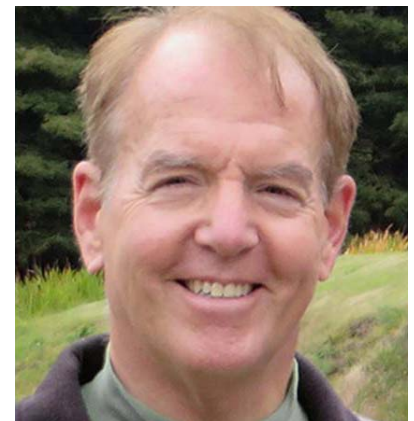
Brien and his colleagues are looking into building proof-of-concept pocket airparks right here in Sonoma County. We've already got a head start here, because we've got the electric aircraft brain trust at the Charles M. Schulz-Sonoma County Airport in the form of the CAFE Foundation (Comparative Aircraft Flight Efficiency, at <https://cafe.foundation/>), which is the premier think tank and development center for electric and other experimental aircraft. We also have a very active aviation community, a big presence by the EAA (Experimental Aircraft Association), a populace largely devoted to the environment and quality-of-life issues, and bad traffic problems.

You won't be flying to SFO in the comfort of your private autonomous sky taxi in the next couple years. But watch for them few years after that, when the SMART Train is at full capacity, and the freeways are completely choked, and the mantra is "Eight Lanes All the Way." We are all grateful to Dr. Seeley for making this presentation.

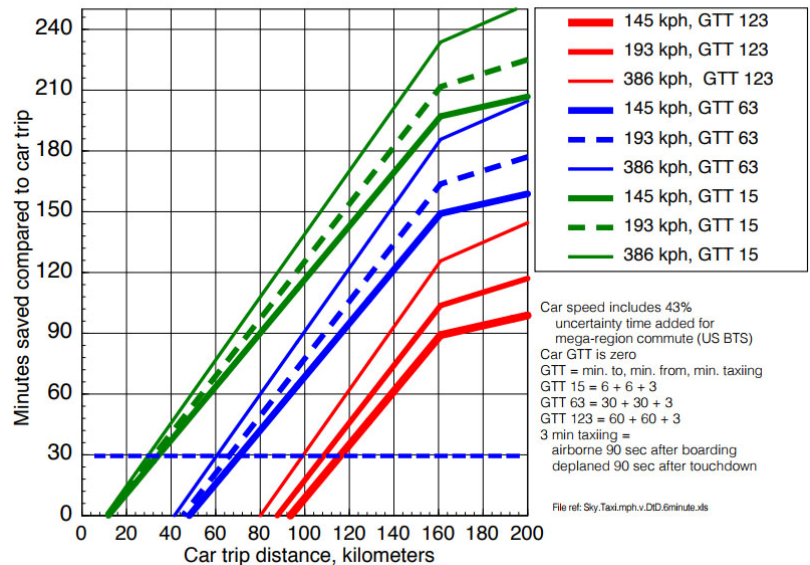
### About Brien Seeley, MD

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. ✨



Effect of Ground-Travel Times (GTT) on time saved relative to a car trip, for various Sky Taxi cruise airspeeds.



The long and short of it: If pocket airparks are close enough to users and destinations, they save 30 minutes on even short trips. The speed of the aircraft has minimal impact, but ground travel time is very important.

## September 20 Guest Speaker:

### C J Stephens and Andy Werback on The SA-2 SAM and the North Vietnam Air War

PCAM Board President C J Stevens and Board Member Andy Werback share their perspectives about the notorious SA-2 surface-to-air missile



(NATO designation "Guideline") as used against U.S. aircraft during the air war over North Vietnam from 1965 through 1973. C J will speak from his experience as a USAF F-4 Phantom pilot and Andy will share his insights as a former defense industry electrical engineer. They'll talk about what it was like to counter this threat, one in the sky from the cockpit of an F-4 Phantom, the other from a lab back in the States.

### About Our Speakers

Lt. Colonel C J Stephens (USAF, ret.) is a native of Sonoma County who has been flying for more than 60 years. He has extensive experience in Unlimited air racing venues and has served as the Safety Pilot and Race Starter for the Sport Class in Reno. He flew 232 combat missions in Vietnam and accumulated nearly 3000 hours in the F-4 Phantom. He is a test pilot and is active with the Experimental Aircraft Association.

Andy Werback and his wife Sam were both Silicon Valley software engineers schooled at UC Davis. Andy spent 35 years doing technical engineering, some of which involved detecting and defeating the Soviet SA-2 missile. Andy is an active pilot and has built and flown his own kit-built experimental aircraft.

Read more: <http://pacificcoastairmuseum.org/events/member-meeting-september-2017/>

### Time and Location:

Wednesday, September 20, 2017, 7:00 p.m.  
Columbia Distributing.  
3200 N. Laughlin Road. Santa Rosa, CA  
Cost: Free for Members and Guests. 🌟

## Hot Dog Thursday October 5

### Last One of the Season!

Join us on the Museum grounds between 11:30 and 1:30 for the October Hot Dog Thursday, which will be the last event of its type in the 2017 season.



\$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 [Silveira Buick GMC](#), [Healdsburg Lumber](#), and the Powell Family Trust for making the October Hot Dog Thursday possible.

# Silveira

## Powell Family Trust



This issue of the Straight Scoop newsletter came out too late to announce the September 7 Hot Dog Thursday, but we thank our September sponsors [Platinum Chevrolet](#) and [Home Care Assistance](#) for making that event possible.



### Become a Sponsor

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



**September Hot Dog Thursday Celebrates Three Important Birthdays: 100, 101, 102**

On September 7, we held our usual Hot Dog Thursday but with a twist. Three World War II Veterans celebrated some big birthdays this year, so we had cake! Lots of other Veterans and VIPs came out to wish them well and to celebrate along with them, including Supervisor Shirlee Zane who presented them with Certificates of Appreciation.



Margaret "Peg" Haapa  
100 years old



Fred Bollinger  
101 years old



Al Maggini  
102 years old

Their stories are presented here, along with a couple photos from the event.

**Peg Haapa** the "baby" of the group at 100, was born in Warren, Ohio. During WWII she served as the Red Cross Club Director at the US Air Base in Thurleigh, England. The base served the B-17 crews of 306th Bombardier Group. In addition to hosting GIs and many entertainers such as Bob Hope and Glenn Miller, Peg also entertained the British

King and Queen and Princess Elizabeth at her club. A woman of tremendous wit and humor, Peg later wrote an article for the newspaper she and her husband owned (The Newport Harbor Ensign) entitled "I showed the Queen to the latrine". Before returning to the United States, she and her husband lived in Berchtesgaden, Germany where

he served as the military governor.



**Fred Bollinger**, who will turn 101 in October, was born in Sebastopol, CA and graduated from Analy High School in 1935. His family owned a Gravenstein Apple orchard, and was immortalized by having a street in Sebastopol named after them (Bollinger Lane). Fred enlisted in the US Army in March of 1941, and served as a radio operator in the 974th field artillery battalion, 12th

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Corp, 3rd Army. Coincidentally, Fred departed the US for Europe via the US Santa Rosa transport ship, and arrived in Armagh, Ireland in time to hear one of Patton's "colorful" speeches. It's reported that locals "closed their windows" to block out his frequent use of profanity. Fred was fortunate enough to operate the two 608 radios in the battalion executive's command car, thereby keeping him at the "back of the line". Fred served in Normandy, the Low Countries, Northern France, and the Battle of the Bulge.

**Al Maggini**, the respected senior statesman of the group at 102, is a 3rd generation San Franciscan on both sides of his family. His grandfather played a key role in the fire department's response to the 1906 earthquake after the Fire Chief was killed. His family owned an auto business in the City. Al was educated in SF schools, and worked in the financial industry after graduation. Later, while working in the oil fields in Ventura when the US was attacked at Pearl Harbor, Al enlisted in the US Army. He was assigned to the Army Air Corp, 8th AF, 351st bomb group, 509th squadron. He learned to fly in Stearman airplanes, but eventually became a B-17 navigator, a job "better suited to his skills". He eventually flew 35 missions in formations of 36 B-17 aircraft and groups of up to 300 aircraft throughout France and Germany. An avid golfer, Al can be seen around town driving his beautiful black Porsche Carrera.

Congratulations to all three and so many other Veterans for their contributions. And happy birthday! 🌟



## A Kind Letter from an Overseas Visitor

*Editor's Note: The following letter was sent to volunteer LeeAnn Sacchi by a visitor from Great Britain after he and his wife visited the Pacific Coast Air Museum. Thank you Mr. Alcock for your very kind words!*

August 17, 2017

Dear LeeAnn,

My wife and I visited your wonderful museum during our West Coast travels a couple of weeks ago and thoroughly enjoyed the experience, especially seeing a few rarities such as the Lockheed D-21 drone, and an RF-86.

As mentioned to your great volunteer I spoke to - a bearded chap whose name I've sadly forgotten - I've forwarded copies of our museum guide book and aviation timeline for perusal.

Thanks again for a great visit [my wife sadly only permitted me to visit two aviation museums during our trip...!]

Kind regards,

Steve Alcock  
Manager  
Solent Sky Museum

## Help Us Spice Up Facebook and Instagram

**Do you love PCAM?** Do you have interesting ideas for things we could share online?

Anyone who has photos or ideas for Facebook and Instagram posts should email them to LeeAnn at [pcamevents@gmail.com](mailto:pcamevents@gmail.com). 🌟



## Getting to Know You: Nancy Heath

By Barbara Beedon

I first met Nancy when we both worked the Welcome Booth at the very first “Chamberee” held at PCAM. We had a great time talking and getting to know each other! If you’ve joined recently, you might not know that for several years, the Museum hosted a gathering and social event put on by five area chambers of commerce. I believe the original impetus for the event came from Roger Olson. Roger is so well known and liked throughout the county that he just made the suggestion... and then made it happen. Nancy and I also really enjoyed seeing and greeting a LOT of wonderful members of all five towns, and took turns going out to meet many successful business people and sample some very yummy treats! So when I recently trekked up to Nancy’s house “on a hill” north of Windsor, we picked up the conversation where we had left it all those years ago. However, this time, I got to know her cats, and had the pleasure of stopping at the bottom of the hill to watch a family of deer crossing her street and walking into the landscape.

I started by asking Nancy about the Air Show, most recently scheduled for late summer of 2018. We roamed through that and several related issues, and I diligently took copious notes. However, since our discussion, there have been other meetings among leaders of the Museum, and apparently some of the things we spoke about are still in flux.

So, I’m going to tell you about Nancy on a more personal level. Nancy grew up in Los Angeles, at the end of Runway 24R of LAX. Her Dad was in the Air Corps, participating in both WWII and the Korean wars. After leaving the Air Force he joined TWA. Her uncles were involved in the design of the Douglas DC-3, and for years were into homebuilt airplanes.

When Nancy’s Father was with TWA, Howard Hughes would visit the hangar periodically, and Nancy remembers meeting him on two occasions. He’d say to her, “You’re Byron Barker’s little girl” and told her she



Nancy with her and Rob’s daughter Beth Barney, and their grandsons Eli and Cole Barney at the August 2017 Eclipse at Madras Oregon.

could sit in the cockpit of his planes any time. She remembers he was SO tall... and he ALWAYS wore a suit... but with white tennis shoes. Even as a child, she thought that was kind of strange. Her Dad was one of three mechanics working for Hughes who was asked to join Hughes as crew as he went around the world for 3 months. One of her fondest memories as a child was having free run of the TWA hangar.

Nancy is married to Rob, who also came from an “airline family”. Rob’s father was with United Airlines in engineering for 42 years. Rob recently retired from United after 40 years. Rob and Nancy have a Bonanza A36 airplane, and she says “we fly it quite a lot!”

One of the things Nancy appreciates about the Museum, is that it provides a glimpse of what she got to do and see when she was growing up: access to airplanes, to pilots, to aircraft design, and to flight.

Professionally, Nancy is a self-employed CPA. She was a Senior Tax Manager at several regional firms, working with high-tech, high net-worth clients. She said one of her best accounts is a former ranking employee of Goldman Sachs. She has worked with him for 30 years, and has never met him in person. ✨

## Air Show Flashback

In 2015 we had the Canadian Forces Snowbirds. In 2016 those fantastic Canadians were back, with their CF-18 demo team. ✨



## Gift Shop September 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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Peter Loughlin 707-704-6498

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



## **STRAIGHT SCOOP**

### **September 2017**

*Open Cockpit  
September 16-17, 2017  
Public Heroes Weekend  
S-2A Firefighting Aerial Tanker and  
REACH Air Ambulance Helicopter*

#### **REMEMBER THESE DATES**

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
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
October 21-22, 2017	10:00 a.m. - 4:00 p.m.	Open Cockpit Weekend
October 28, 2017	10:00 a.m. - 4:00 p.m.	North Bay Science Discovery Day - Check PCAM website!
November 15, 2017	7:00 p.m. - 9:00 p.m.	PCAM Member Meeting at Columbia Distributing
November 18-19, 2017	10:00 a.m. - 4:00 p.m.	Open Cockpit Weekend
December 16, 2017	10:00 a.m. - 2:00 p.m.	Santa Fly-In - Free Event!
December 20, 2017	7:00 p.m. - 9:00 p.m.	Member Meeting & Holiday Party at Columbia Distributing

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