

Volunteers Acknowledged for Their 2017 Hours

The heartbeat of the Pacific Coast Air Museum, our volunteers, were honored for their 2017 hours during the January, 2018 PCAM Members Meeting. Below are the volunteers and the hours they have dedicated to our museum.

100 Hours—Julie Barnes, Greg Ervice, Kyle Purcell, Tony Rambonga, Dane Whitmore

300 Hours—Julie Conklin, Ray Davis, David Ford, Michael Elliot-Jones, Mike Maddalena

500 Hours—Bruce Carpenter, Michael Lewis, Mike Fenn, Peter Loughlin, Carol Lewis, Dave Sandine

1000 Hours—Paul Doto, Stan King, Carol Lawson, Rose Pattenauade, CJ Stephens, Andy Werback

3000 Hours—Judy Knaute, Carol Lawson, Mike Lynch, Jim Mattison

4000 Hours—Tony Bassignani, Rick Elwood

7000 Hours—Robin Dotti. Barney Hagen

12,026—Hours—Larry Rengstorff. This means that Larry, our leader in volunteer hours, has single-handedly provided \$300,650 in labor hours to the Museum. ★

To date, 185,000 hours have been reported by all volunteers. We applaud and thank all the volunteers that help to make the Museum a success. ★

Jim Mattison (left) and Duane Coppock (center) present Larry Rengstorff with his 12,000 hour badge.



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Heritage Fly-by—2004 PCAM Air Show

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

As the new President of the Pacific Coast Air Museum (PCAM), I want to take this opportunity to thank our former President, C. J. Stephens, for his hard work and commitment to our museum. Under his leadership, the move to the area formerly utilized by Dragonfly Aviation was initiated and destined to become a reality. This has been a long time coming. Thank you, C. J.

The Board of Directors also experienced the departure of two very devoted and hardworking Directors. Clint Fereday relocated to Chicago and Secretary Anthony Marinelli's three-year term was concluded as of December 31st. Both gentlemen contributed a considerable amount of time and energy to the success of PCAM. Anthony has indicated that he will still be very involved with various activities of the museum. For that we are very grateful!

To fill the three slots that were vacant, five members stepped up to run for election: Lynn Hunt, Chris Brown, Dana Johnson, Michael Elliot-Jones and Larry Rengstorf. Of the five, Lynn Hunt and Chris Brown were elected by the general membership. Dana Johnson was elected by the Board of Directors at the first meeting in January. All three new directors were elected to three year terms.



Pictured, left to right—Chris Brown, David Ford, Dana Johnson and Lynn Hunt

Larry and Michael are very involved members and their willingness, interest and support of PCAM is most appreciated. The Directors and general membership want to thank them for their service and continued support of PCAM.

As we move forward in 2018, we have much to look forward to. An "Honor Our Veterans" event and the 2018 Wings over Wine Country Air Show are in the planning stages. In addition, other projects that will highlight the Museum are also in the works. The move to the new site is gaining momentum.

I am asking all of our members to step up, be active and participate in helping out this year to make our activities and the move to the new site a fun and enjoyable experience. Let's make our museum one the community will be proud of.

After all, it is your museum!

W. David Ford, President
Pacific Coast Air museum



The Pacific Coast Air Museum Flight Wing Will Soon Begin the Restoration of Our Stinson L-5.

By Lynn Hunt

The Stinson L-5 “Sentinel” began life as the pre-war Stinson model 105. The model 105 was nicknamed “Voyager” and was built by the Stinson Division of Consolidated Vultee. When World War II broke out, the Voyager was redesigned and then entered into service as a liaison aircraft. It also flew in the artillery spotter role and as an air ambulance. The later model Stinson L-5 “Sentinels” had their fuselages modified to accommodate one stretcher patient. The Stinson L-5 “Sentinels” were manufactured between October 1942 and September 1945. During this time a total of over 3,896 of these unarmed, two-seat aircraft were built for the United States armed forces, making it the second most widely used light observation aircraft of the war. Personnel in all service branches commonly referred to it as the “Flying Jeep”.

The Stinson L-5 “Sentinel” was primarily constructed from steel tubing and plywood and was covered with doped cotton fabric. Capable of operating from forward unimproved airstrips, the Stinson L-5 “Sentinel” delivered information and needed supplies to front line troops. On the return trip, it would evacuate badly wounded soldiers to rear area field hospitals for medical attention.



The USAAF, US Marines, and US Navy used this aircraft in the European, Pacific, and Far East theaters during World War II, and in Korea during the Korean War. The British RAF operated 100 “Sentinels” in India and Burma. After WWII, the Philippine Army Air Corps used it from 1945 to 1947. This aircraft remained in service after 1 July 1947 when the PAAC was renamed the Philippine Air Force. The Italian Air Force operated approximately 100 L-5's from 1946 into the 1950's. Many other countries also received L-5's after the war, particularly India.

After World War II, the L-5 was widely used by the Civil Air Patrol for search and rescue work. Today there are about 300 known examples left worldwide and less than half are in flying condition. A group called the Sentinel Owners and Pilots Association is dedicated to the preservation and enjoyment of this aircraft type.

Stay tuned for news on the progress of the L-5 restoration or better yet, come help us. 🌟



Charley Taylor—January 17 Member Meeting Guest Speaker

Charley Taylor's Bio

Charley is the son of an Army Air Corps, Pearl Harbor veteran who retired as an Air Force Master Sergeant in 1947. Charley joined the Navy upon graduation from Arizona State University with a BS in Political Science. He received his Naval Aviator Wings in 1969. He flew the Grumman A-6 Intruder during two combat cruises to Vietnam. Charley served 25 years in the Navy, retiring in 1993 as a Commander. His other tours included A-6 Instructor Pilot; Catapult & Arresting Gear Officer on USS Enterprise; Maintenance Officer (VA-145), Washington DC (5 years during the Reagan era); Naval Ocean Systems Center in San Diego including voluntary assignment to Desert Storm as well as two tours at Commander Naval Air Forces Pacific also in San Diego.

Over the past 24 years, Charley has worked in public sector organizations including Oregon State University and Contra Costa County - Labor Relations. These days, Charley continues to mentor in the Petaluma and Santa Rosa Schools along with his wife Charlene. He enjoys being a grandpa to three grandkids, co-teaching in an Aviation Club at McKinley School in Petaluma, as well as serving on the Education Committee here at the Pacific Coast Air Museum.



Richard Nixon's Finest Hour?

A Navy Carrier Pilot's Perspective

Forty-five years ago this past December, American air power consisting of U.S. Navy, U.S. Marine Corps, U.S. Air Force, U.S. Army along with U.S. Coast Guard forces participated in the decisive air campaign that brought an end to an air war over North Vietnam that began in August 1964. In eleven days and nights of December 1972, U.S. forces were allowed to utilize their full capacity that had been denied for the previous eight years of war.

Charley shared his experiences and personal perspective on the Vietnam War focusing on those Christmas bombings in 1972. His opening included a traditional photo of him sitting in the cockpit of an A-6A Intruder with the side number 513 and LT CHARLEY JOE TAYLOR emblazoned on the side.



Perhaps because Charley had majored in Political Science, he gave a historical timeline of the Vietnam War with his own personal anecdotes. When President John F. Kennedy sent 400 American Green Berets as advisors in 1961, the march to war had begun. Charley registered for the draft in April, 1963, a month before high school graduation. He and his family regularly read about the war's progress and expansion in newspapers and watching Walter Cronkite on the CBS Evening News.

In May 1967, Charley received official notice to report to the Induction Center at Albuquerque, New Mexico, on July 1st, exactly four years after getting a college deferment. Lacking enough credits to graduate in June, he went to the Air Force Recruiter in downtown Phoenix. Charley was wearing black horned rim glasses to correct an astigmatism. When he inquired about becoming a pilot, the recruiter said, "You wear glasses, there's nothing open for you in flying." Because Charley regularly saw hundreds of Army helicopters in the skies over South Vietnam on the evening TV news, he went next door to the Army Recruiter still wearing those glasses. He received nearly the same answer about flying.

Very disappointed, Charley entered the Navy Recruiting Office expecting a similar answer. He told the recruiter he realized that glasses eliminated any flying jobs. The Navy recruiter, noting Charley was majoring in Political Science, said, "Not so fast!" Pulling out a recruiting brochure depicting an RA-5C Vigilante landing aboard an aircraft carrier he said, "How'd you like to be an Air Intelligence Officer in one of these?" Charley was hooked. His immediate enlistment into the Navy stopped the Draft Board action. He successfully passed a flight physical at NAS Los Alamitos, California, and a flight in a Navy T-34 out of Deer Valley Airport in Arizona. His new college degree resulted in a class starting date at Aviation Officer Candidate School (AOCS) in Pensacola, Florida, in early March, 1968.

1968 marked the North Vietnam Tet offensive in January, when the North Vietnam army and Vietcong forces attacked nearly 100 cities and military installations throughout South Vietnam.

The initial sensational reporting on Tet led to Walter Cronkite's declaration that the war was lost. 1968 also marked the highest American troop levels of the war (536,000).

Immediately after Charley entered AOCS, Martin Luther King was assassinated and later that month, President Lyndon B. Johnson declared he would not seek reelection for a second term. Robert F. Kennedy was assassinated in June following his win in the California Presidential Primary. Lots to take in for the PoliSci major.

Charley described learning the Rules of Engagement (ROE), as he began his first combat cruise in the summer of 1971. The ROE dictated areas where bombing was not allowed, (primarily the capital - Hanoi and the main port city - Haiphong). Bombing North Vietnam was also an on-again off-again campaign allowing the North Vietnamese to rearm each time the bombing stopped.

On his first combat cruise aboard the USS Enterprise (CVN-65), ending in January, 1972, Charley flew no bombing sorties over North Vietnam. Most missions on that deployment were flown along the Ho Chi Minh trail in Laos or providing close air support to troops in South Vietnam.

In January, 1972, intelligence sources discovered that North Vietnam was planning massive spring attacks similar to the 1968 Tet Offensive. With that news, President Nixon approved **Operation Linebacker** which opened North Vietnam to renewed aerial bombardment but still restricted many areas around Hanoi and Haiphong.

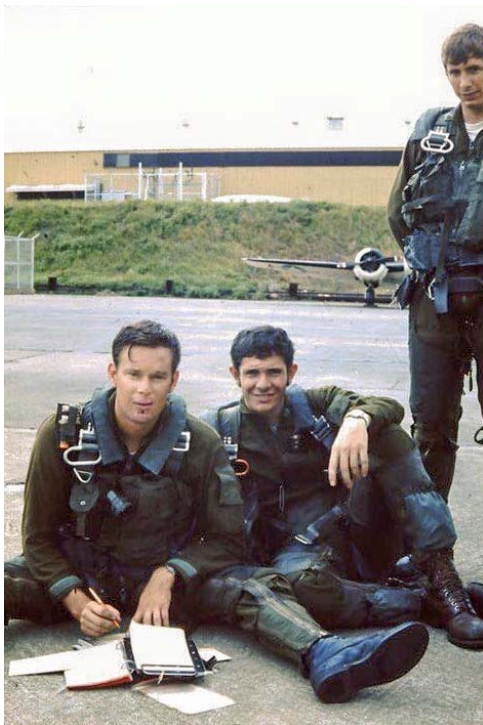
1972 was also a Presidential election year with the Democratic party featuring two peace candidates in the primaries. Republican President Nixon sought reelection. The summer included "Dirty Tricks" at the Watergate in Washington, DC. The eventual presidential candidates were two WWII veterans, a Navy Lieutenant and a much decorated U.S. Army Air Corps B-24 pilot.

The Paris Peace Talks had dragged on, with North Vietnam taking over a year to agree to the shape of the meeting table. Henry Kissinger headed the American delegation in Paris.

On October 28, 1972, nine days before the election, U.S. and North Vietnam delegations were reported to have reached tentative agreement, prompting the headline in the *Stars and Stripes* newspaper- '**Peace At Hand.**' The November 7th election resulted in a 49-1 state Electoral College landslide for President Nixon.

By late November, North Vietnam again walked away from the table in Paris, prompting the U.S. to secretly proceed with what would be called **Operation Linebacker II.** Meanwhile, in early December, the USS Enterprise, having completed a thirty day combat line period in the Gulf of Tonkin, sailed for Subic Bay in the Philippines and on to Hong Kong for a few days of liberty.

On December 18th, as the Big E weighed anchor in Hong Kong harbor, VA-196 squadron CO, CDR Howie Young, called three junior aircrews including Charley to the squadron Ready Room and told them to pack their flight gear, get on the COD (Carrier On-board Delivery) and pick up A-6s parked at NAS Cubi Point, Philippines. Their verbal orders were to launch at first light the next day and fly west toward the Air Force Base at Da Nang, South Vietnam. They were to contact the Enterprise in route and trap aboard the ship if she was conducting flight operations. If not, they were to land at Da Nang and await orders.



Charley said that on December 19th, with the morning sun directly behind them, their flight of A-6s had a perfect view of a large line of B-52s headed east. The B-52s were several thousand feet above them, presumably returning to their base on Guam. The Intruder crews had seen B-52s before, usually flying in formations of three bombers - called cells. That morning something didn't look right. There were missing planes in some cells. Charley and Jim Dickey, his Bombardier/Navigator (B/N) speculated that something big must have happened the night before.

The Intruder flight landed in Da Nang and later that day, flew out to the carrier for a midday recovery. Entering the squadron ready room, they were briefed that the night before, the four Navy aircraft carriers in the Gulf of Tonkin had launched strikes against Hanoi and Haiphong prior to large numbers of B-52s attacking targets in and around those cities. Operation Linebacker II had begun and the Enterprise became the fifth carrier to begin launching around-the-clock strikes.

Charley described the five carriers, each on twelve-hour operational flight schedules: Midnight to Noon - Noon to Midnight and Sunrise to Sunset. Day missions were primarily Alpha Strikes during which each carrier would launch 25 to 30 aircraft, proceed to each ship's designated target and return as a second Alpha Strike prepared to launch for yet another target. Night missions centered around using each carrier's A-6s, flying single aircraft at low level (below 500 feet) attacking tactical targets, eventually concentrating on Surface to Air Missile (SAM) sites that were devastating the B-52s over Hanoi. The Enterprise flight schedule was 22:00 to 10:00.

Charley showed the day by day combat losses of the eleven days and nights of bombing focusing on December 20th when 6 - B-52s were shot down including Olive I. On December 21st when two B-52s were lost, VA-196 XO CDR Gordon Nakagawa and his B/N Lt. Ken Higdon were shot down on a night low level strike near Haiphong.

They were taken as POWs after ejecting near the target. On December 22nd, one Air Force F-111 was lost. LCDR Woodie Sprouse and Lt. Rob Davis while attacking the same target that the XO had the night before were engaged by a SAM that successfully tracked them at 200' – something that the SA-2 missile was not supposed to be able to do. Woodie's superb airmanship successfully evaded the SAM and they continued to the target. On December 23rd, a Navy F-4J and Navy A-7E were lost. Charley and Jim were assigned the same target area previously described. Their mission was to take out a SAM site south of Haiphong along the now all too predictable route of the B-52 formations headed to Hanoi.

Like all A-6 night missions, crews were supported by an EA-6B Prowler providing off shore jamming of SAM site radars and, and on this launch, a VA-196 A-6B armed with Standard Arm and Shrike anti-radiation missiles designed to home on transmitting SAM site radars.

Low clouds with tops at 1000' in the target area precluded a tree top attack because it was impossible to accurately gain sight or maneuver against a SAM while flying in or near clouds. Charley and Jim launched at 22:00. The plan was to begin their attack off shore from 20,000 feet and cross the beach at 11,000 feet as close to 500 Knots as the drag of their bomb load permitted. They would release their load of 18 MK-20 *Rockeye* bombs, containing a few thousand cluster munitions, set to open just above the SAM site. Three other squadron A-6s would also be attacking other SAM sites near Haiphong on the same launch. At their "feet dry" call, crossing the beach into North Vietnam, Charley and Jim were receiving ECM indications showing they were being tracked by SAM sites. Within about 15 miles of their target, they could see the bright glow of a missile launching from the low clouds directly ahead along with the simultaneous flashing of the "Missile" warning light in their cockpit accompanied by the rapid "Deetle - Deetle - Deetle" warning tones in their helmets.

The missile rose from the low clouds, at first headed above their flight path into the clear night sky. The bright fireball began to arc downward tracking them. About 10 seconds after the first missile, a second missile rose from the same location.

The classic tactical maneuver against a SAM at night was to wait, wait, wait until the SAM approached as close as the pilot dared and then perform a barrel roll to evade the missile that was now traveling at Mach 3. One problem: it is very difficult to judge the distance of a bright fireball heading at your plane at night!

As Charley was rolling out of the barrel roll the first SAM passed above and to the right, detonating behind the plane. Now Charley began another barrel roll as the second SAM was bearing in. This SAM was also streaking from left to right when it detonated. The blinding white flash of the warhead was just outboard the right wing and much closer this time. The loud explosion was accompanied by a total electrical failure and the deafening roar of the J-52 engines at full power.

The plane was still flying - it was certainly living up to the **Grumman Iron Works** reputation. Charley could see a bucket sized hole in the top of the right wing gushing fuel into a moonlit sky. He turned the plane back toward water and the relative safety of the Gulf of Tonkin. Using Jim's flashlight, they could see one hydraulic system had zero pressure but the critical second system remained at 3000 psi. Pulling the Ram Air Turbine (RAT) handle restored some electrical power. They had lost the pressure instruments. They had the wet compass to maintain heading.

Using his PRC-90 survival radio and broadcasting on Guard frequency, Jim attempted to contact the ship. As they flew back toward the carrier, Charley caught sight of the green anti-collision lights of a KA-6D tanker normally located over head the ship. They joined but, with no exterior lights, surprised the VA-196 squadron tanker crew. The tanker crew inspected the crippled plane for damage and saw numerous holes in the plane. Today, Jim recalls the tanker crew later spoke of sparks coming from the right engine exhaust but they elected not to further worry us with that news.

The carrier, busy preparing to launch the next wave of strikes and considering the battle damage of the Intruder, directed the tanker to escort them to Da Nang for an arrested landing. After a straight in

approach, Charley and Jim trapped in the field arresting gear at the approach end of the field, shut down and were taken to the Base Hospital to be checked out. Jim was treated for a small cut on the right side of his cheek, likely from Plexiglas shards when the SAM peppered the canopy. Skipper Young would later note Jim's wound was the result of Charley's maneuvering that put the missiles on the B/Ns side of the plane.

The next day, Christmas Eve, at the Marine A-6 squadron's revetments, Jim and Charley stopped counting after reaching almost 200 holes in the bird. They marveled as the Marine maintenance crew attempted unsuccessfully to pound the wing locking pins to the unlocked position with a sledge hammer and crowbar. The Marines then tried hooking up a hydraulic jenny and managed to create enough system pressure to unlock the wings while the Intruder rained red hydraulic fluid from numerous holes in the lines.

As the wings were eventually folded by hand pumping, everyone could hear the tinkle of SAM warhead fragments falling toward the bottom of the outer wing panel. They were also able to collect a few of the BB sized warhead pieces from the interior of the bird-cage area, just behind the engines.

Charley and Jim spent Christmas Eve with the Marines in a sandbagged hooch and at the Marine's infamous Red Dog Saloon awaiting transportation back to the ship and more flying. With a Christmas Day ceasefire, they were able to board a COD for CVN-65.

Following a debrief with Intelligence staff and the Skipper, Charley and Jim were summoned to meet CTF-77, VADM Damon Cooper and Secretary of the Navy, the Honorable John Chaffey in Flag Quarters. After telling their tale, and as they were leaving, Charley paused long enough to hand a couple of pieces of the SAM warhead to SACNAV offering him "A couple of pieces of Soviet hardware." The intensive bombing ended on December 29th after a bomb weary North Vietnam agreed to the Peace Accords.

During his presentation at PCAM, Charley asked the audience to

draw their own conclusions as to whether Operation Linebacker II had been Richard Nixon's Finest Hour. He cited the last day of aerial combat over the North as January 27th. The return of all POWs (591) began February 12th, only 16 days after the Accords were signed in Paris. With 28 aircraft lost including 15 B-52s, 63 airmen Killed in Action, 41 taken as POWs, 2 Missing In Action and 33 rescued during the eleven days and nights of combat, was it Richard Nixon's Finest Hour?

Charley concluded by saying that although the A-6 Intruders were all retired in 1995, many remain to tell their stories, including A-6E BuNo 155595 on loan to PCAM from the National Naval Aviation Museum in Pensacola, Florida. To learn more about the Intruder and the Vietnam Air War, Charley suggested reading *Flight of the Intruder* by VA-196 squadron mate Stephan Coonts or watching the movie of the same name. 🌟



Visit to the Children's Museum of Sonoma County

By Andy Werback

On January 20, Dave Ford and I visited the Children's Museum to present a short talk on "Air and Airplanes". This was part of their monthly Science Speaker Series, aimed at presenting interesting science-based talks to young children. Our audience was mostly 5-7 years old so most of the talking was done with pictures and demonstrations.

The Children's Museum is a pretty exciting place to visit. They have thousands of people visiting annually, and the day we were there, it was crowded with children playing in/on and around all of the learning exhibits. Fortunately it was a nice day and the outdoor exhibits were pretty busy. One of the exhibits is built around the Augusta helicopter recently donated by REACH Air Medical Services. It is now a giant butterfly.

We tried to keep the talk simple and basic – what is air, a little bit about wind and heat, a demonstration of a hot air balloon (caution – it's not as easy as it looks!), and then a couple of projects – making a pinwheel and putting together a balsa glider.

Many thanks to Julie Conklin for setting up the event advertising, Dave Ford for getting the balsa models and helping with the presentation, and Sam Werback for putting together the pinwheel kits. We also want to thank the Children's Museum for the opportunity to be involved with their visitors and for the help they provided.

This was a great opportunity to talk with young people and their parents, and also let them know about the visiting and educational opportunities at the Pacific Coast Air Museum. ✪



PCAM President Dave Ford and the Pinwheel Project



Maybe the parents had more fun?? The little girl had a question about Bernoulli!



It Works! A happy ending! Museum staff Lauren and Solina (pictured) were very helpful.

Fantastic Virtual Reality Flight Simulator

C J Stephens,
Past President

The 2018 Simulator has been upgraded from “Great” to “Fantastic.” A lot is going on with our VR flight Simulator. It has been in operation for over a year since our benefactor donated it to the museum. At times it has done what computers do best by locking up and confusing the operator.

But just recently we installed a couple of new programs that seem to be operating very well. We also just installed the application for the AV-8B Harrier the well-



known vertical lift Jump Jet. Right from the start it has been fascinating to fly. Here is a fighter aircraft that can come to a complete stop in the air, pivot, and then depart in a different direction. It does take a bit of practice to get the maneuver down but it is great fun and a challenge to one’s piloting skills. The quality of the graphics has also improved from the initial application by adding to clarity and detail. When flying these aircraft it is hard to believe that you are not actually flying in an airplane.

The rates for flying this amazing machine have been increased to \$10 for 20 minute flights. This rate is still well below what should be charged for this sensational machine.

We also are being helped by a cadre of young instructor/operators. Two of our regular operators, Caitlyn Jurin and Aidan Briggs, are doing a tremendous job of instructing and operating the simulator. There also seems to be good interest from a recent visiting group of Eagle Scouts. It is exciting to see the increase of interest and activity with our younger members.

I will see you all on the flight line and at the museum.✈



Visitors to the museum, young...



...and experienced... all enjoy the Virtual Reality Flight Simulator.

Member Meeting

February 2018



Our monthly Member Meetings typically include updates on important Museum news, a raffle, video presentations, a chance to visit with other Museum members, snacks, and a presentation by a featured speaker. Speakers may include military Veterans, historians, civic leaders, and other people with interesting stories to tell of their historical research or their aviation or military experiences.

February 21, 2018 Member Meeting

Time and Location:

Wednesday, February 21, 2018, 7:00 p.m.
Columbia Distributing.
3200 N. Laughlin Road. Santa Rosa, CA
Cost: Free for Members and Guests. 🌟

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 Connie Rey-erse at admin@pacificcoastairmuseum.org. 🌟

Bret Davenport: The Experiences of a Lucky Flight Test Engineer / Test Pilot

February 21, 2018 Guest Speaker: The Right Place at the Right Time - The Experiences of a Lucky Flight Test Engineer / Test Pilot



Bret Davenport, ICON Aircraft engineering test pilot, joins us Wednesday evening February 21 to talk about what he calls his “short 13 year career in flight test.” He will cover his passion for flying, how he got into flight testing and some of the “fun” projects he worked on at Naval Air Systems Command (NAVAIR) including the MV-22 Osprey, MH-60 Seahawk, CH-53E Sea Stallion, and AH-1Z Viper. He’ll share stories about his experiences studying and flying while completing the US Navy Test Pilot School. He will also discuss building and testing his own experimental Pitts S-1S as well as the ICON A5 amphibious light-sport aircraft built in nearby Vacaville, CA.

About Bret Davenport

Bret received his BS in Aerospace Engineering from Embry Riddle Aeronautical University and graduated as test pilot from US Navy Test Pilot School. He has been flying for sixteen years - this includes the last two years with ICON Aircraft and eleven years with Naval Air Systems Command. He is an International Aerobatic Club Competitor. 🌟

DC-6 Airliner

Look inside this vintage aircraft, and learn about its history from the crew who has lovingly restored it.

The DC-6 was a large and powerful piston-powered airliner. In its day, the DC-6 circled the globe delivering passengers to North America, South America, Europe, Africa, Asia, and all spots in between. When it was replaced by jetliners in the larger airlines, the DC-6 carried on with smaller and regional airlines. Many served as military transports, and later several were converted into aerial tankers for fighting fires.

Find out more about the [DC-6](#). ✨



H-34 Choctaw Helicopter

Look inside this vintage aircraft, and learn about its history from the crew who has lovingly restored it.

The H-34 was the last of the really powerful piston-engined helicopters built in the US. It saw extensive use as a submarine chaser, utility/liaison, troop transport, airborne ambulance, cargo ship, and even gunship. This one served with Air America during the Vietnam War.

Find out more about the [H-34 Choctaw](#). ✨



The Pacific Coast Air Museum's Platinum Sponsors

The Pacific Coast Air Museum thanks its Platinum Level Sponsors, whose contributions help make our museum the thriving community resource it is! If you would like to find out about sponsorship opportunities with the Pacific Coast Air Museum, contact Doug Clay, PCAM Development Chair, 925-997-2774 or dougclay@gmail.com. ✨





The Pacific Coast Air Museum

Location

One Air Museum Way, Santa Rosa, CA, 95403
www.pacificcoastairmuseum.org
707-575-7900

At the Charles M. Schulz-Sonoma County Airport, north of Santa Rosa. Hwy 101 north to Airport Blvd. and go west. Turn left on North Laughlin Rd, right on Becker Blvd. then right on Air Museum Way.



Hours

Wednesday, Thursday, Friday, Saturday and Sunday.
10:00 a.m. - 4:00 p.m. Closed on major holidays.

Open Cockpit Weekends

One or more aircraft are open for close examination the third weekend of each month (weather permitting) and you can even climb aboard some of them! For more info phone 707-575-7900 or visit www.pacificcoastairmuseum.org.

Member Meetings

Normally held on the third Wednesday of each month, 7:00 p.m. at Columbia Distributing, 3200 N. Laughlin Road, Santa Rosa, CA

“Straight Scoop” Newsletter

The museum newsletter, “Straight Scoop” is published monthly and is available online on the museum’s web site. Members are encouraged to submit articles for possible publication. Deadline: the 26th of the month prior to publication. All articles in the newsletter are covered by copyright. If you wish to submit articles or use any of the content, please contact Peter Loughlin, Editor: pcam-news@loughlinmarketing.com, 707-575-7900.

Membership Renewals

\$50 per year individual; \$100 per year for families. Send renewals to the museum, address below.

Address Corrections

Please send to Pacific Coast Air Museum, One Air Museum Way, Santa Rosa, CA 95403

Visit our web site at www.pacificcoastairmuseum.org or call 707-575-7900 for more information.

Read the “Red Baron Flyer,” the quarterly newsletter of the Charles M. Schulz-Sonoma County Airport: <http://www.sonomacountyairport.org/red-baron-flyer>

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



STRAIGHT SCOOP

February, 2018

REMEMBER THESE DATES

[Open Cockpit: DC-6 Airliner Cockpit](#)

Saturday, February 17, 2018 - Sunday, February 18, 2018

[Air Show Planning Meeting immediately before the Member Meeting](#)

Wednesday February 21, 2018 - 6:00 p.m. - 7:00 p.m.

[Member Meeting](#)

Wednesday February 21, 2018 - 7:00 p.m. - 9:00 p.m.

2018 Calendar of Events Coming Soon—Stay Tuned!

The Pacific Coast Air Museum hosts many family-friendly and child-friendly events all year 'round. We host an annual Santa Fly-In around Christmastime, monthly Member Meetings, monthly Hot Dog Thursday lunches from April through October, our annual Wings Over Wine Country Air Show in late summer, and special events like car shows and guest lecturers, and more!

Most events focus upon aviation and our collection of over 35 historic aircraft including military jets, helicopters, and other classic airplanes. 🌟

**Pacific Coast Air Museum
One Air Museum Way
Santa Rosa, CA 95403
707-575-7900
www.pacificcoastairmuseum.org**