



President's Message

Greetings,

Hard to believe a year has come and gone. Despite all the restrictions and mandates for Covid-19, we still had a successful year. Our events were few and far between, but we managed to pull off some great events in the latter part of the year. We had our first Aviation Flea Market, the Huey Re-dedication, grand opening of Hangar 2, Wheels & Wings Car Show, 9/11 remembrance, and a few private parties in the Butler Hangar and in Hangar 2.

Everyone has been working very hard, cleaning up aircraft, updating exhibits, maintaining equipment, and much more. Continued work is being done on our construction projects, and we have purchased the CTS Mitigation credits which were required to get a building permit for our new gift shop. There are, of course, a few other hurdles that we need to overcome before finalizing our move. The year 2022 is going to be a great year for PCAM. We are booking parties and planning events. I would like to thank everyone for all their hard work and dedication this year.

Chris Brown

Editor's Note

The Straight Scoop newsletter is back after a hiatus of a year and a half!

We have some changes in that we will be publishing quarterly and will be available only electronically. This Winter 2022 edition will be followed by the Spring version in April, and so forth. If you do not find it in your email, check the website at www.pacificcoastairmuseum.org where it will be posted as before. Also check us out on Facebook and Instagram.

The newsletter depends on reports made to us by the volunteers and members of the museum. Thank you all who have contributed to this edition.

Welcome back, "Straight Scoop"!

David Carlson, Editor

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PCAM Value Statements

- Integrity:** Demonstrate daily the highest levels of honesty and strong moral principles.
- Accountability:** Be accountable to our members, our patrons and our community.
- Customer Service:** Strive to achieve the highest levels of service and satisfaction.
- Achievement:** Become a recognized and valued asset to our community.
- Education:** Complement local institutions with unique learning opportunities.
- Innovation:** Constantly evolve the museum, the stories it tells and how it tells them.
- Diversity:** Create a climate of respect that is supportive of a diverse organization.

PCAM Mission Statement

"To educate and inspire both young and old about our aviation heritage and aerospace technology, to preserve historic aircraft and artifacts, and to honor veterans."

Recent Events

2021 Wheels & Wings Car Show

By Chris Brown

This year's Wheels & Wings was one for the record books. Taking a year off due to Covid-19 and some uncertainties with county mandates left us in unknown territory. This year we had awards for 1st, 2nd, 3rd and Best of Show, plus raffle prizes, with a grand prize of a P-51 flight. We were fortunate to gain access to the field next to Hwy 101 by Airport Stadium 12 for a large Car Show sign. Perhaps you saw it.

I attended other car shows of the area and handed out our flyers. I noticed the overall attendance was down. I was a little worried if our show would be successful with pre-registration starting off slowly and remaining low until a few weeks prior to the show. Like years before, we always get a fair amount of cars that register the morning of the event, which I was hoping for.

On Saturday morning we planned on opening the car registration check-in parking lot at 6:30 am. We ended up opening the gates earlier than planned, with quite a few cars showing up well before that. By 7:15 am we already had cars moving onto PCAM grounds, getting staged around our aircraft and in areas for car clubs groups. At 8 am we opened the main gates. The gift shop crew opened up early and people came in droves.



Three Mustangs



'56 Chevy Bel Air with a North American T-2C Buckeye

We provided complimentary coffee and donuts, with a donation jar that filled up a few times. Hangar 2 was open for business. Hot dogs and other refreshments were gearing up and ready by 10 am. The raffle table was busy. Amy and her daughter were out in the crowds selling tickets. Cornerstone parking lot, which was used for our event parking, was nearly full all day long. We ended up setting records in the number of paying customers and number of cars, which was 100. We still had a few cars that prepaid but were unable to attend, which would have put us around 109.



Corvette Row

The car show was a huge success, better than I could have expected. The weather was perfect, and there was a great vibe. People were having fun. We had the raffle prizes and awards around 1:30 pm and the event ended at 2 pm. By 4 pm we had everything cleaned up and the perimeter fence moved back. At our debrief, we got a lot of good feedback from guests and from participants on how to improve our show and make it more profitable.

Next year's Wheels & Wings will be September 17, 2022. Mark your calendar. We have already planned a few improvements, and we are planning more in the upcoming months. We are working on expanding our area, hopefully to get more cars and some vendors space. Perhaps more aircraft raffles and/or some flyovers, two rounds of raffle prizes and more. Stay tuned. . .

Hot Dog Thursday

By Dave Carlson

The reopening of the museum enabled us to restart Hot Dog Thursday last April. This luncheon event is a favorite with the local business community and many of our sponsors and faithful supporters. As you can see, the line is long, and the cooking is hot! David Kinzie and Stan King have for years been the master chefs, working hard to produce these juicy quarter-pound dogs.

Even at a fire-sale price of \$6 for this great lunch, the volunteer work here contributed substantially to the museum's budget. And many volunteers there were, from Chief Janet Doto, master organizer, hardest worker, and most on-the-go; her two sisters, Barbara and Ruthie; Dana Hunt handing out drinks; volunteers for the chips; others keeping conditions sanitary; and Joe's crew doing the cleanup work afterward. A special thank you to these people. The musical big band ambiance was provided by Bob Matreci, who also announced guests of honor and business participants like Platinum Chevrolet, who always attended and brought a couple of new cars to show. We even had a tent to provide Covid-19 vaccination and testing information.

I can't forget our volunteers who help give a special day to our revered and honored veterans. Chief among these is Carol Lawson. And to Audry selling ice cream, the most fun job in the whole Butler Hangar.



The Crew

Compared to where we started with the old patio and all the shade tents we had to erect, the Butler Hangar proved to be an outstanding venue for this event. We filled the eating space every time!



The Chef



The Chow

There are choices: Polish or "Regular" Dog, with a variety of chips and sodas. It was hard to tell a favorite, but the Polish seemed to be an immediate hit. Our selection of drinks was unsurpassed, once we added root beer to our impressive list of selections.

Lastly, to the man who created this event in the first place, we thank Paul Heck. Many do not know that it is he and David Kinzie who acquire all the stock for this event, which is quite a prediction exercise! Big Thanks to all these special people!



The Crowd

Museum Relocation

Hangar 2

By Chris Brown

What we know as Hangar 2 was known as the Dragon Fly Maintenance hangar back in the day. After we purchased the Dragon Fly building, the Butler hangar, and the maintenance hangar from the county, we began talks on how best to utilize the space for PCAM. During those conversations we discussed making Hangar 2 our new gift shop or equipment maintenance facility. We considered creativity, researched costs, and made lists of items that would need to be installed to make Hangar 2 a profitable space to rent out for private events, corporate meetings and, once and for all, to return our general meetings back to PCAM grounds.

Construction planning started early February of 2020. Our original plan was to work a few evenings after work and a full day on the weekend.

The Tuesday/Thursday crew started working on clearing out Hangar 2, which was being used for storage, Hot Dog Thursday equipment and an assortment of other things. Once everything was cleared out, we had the ceiling and a few sections of the walls sprayed with foam. We made arrangements for building material to be delivered in early March. Then BAM! Covid-19 brought nearly everything to a stop. Covid-19 made it impossible for me to work in my clients' homes. I used my newly unplanned down time to work in Hangar 2 and recruited the help from Billy Kerkhof.

Together we were able to get all the framing of the walls done. We upgraded the electrical panel, which led to re-wiring the whole hangar with lots of receptacles, outside GFI's, and lights throughout. While troubleshooting some underground conduits that we hoped went to the Dragon Fly building, we ended up having to cut the slab behind the hangar to make the final connects. While we had the slab cut opened, we decided to redo the water supply. We trenched from the street to Hangar 2 and installed the new pipes, adding a few hose bibs around the building. Finally, back inside, we put in the double doors, ran speaker wires, Cat6 for the security cameras, hung ½-inch OSB on the walls, skimmed and textured the OSB.

After priming the walls we painted the ceiling black. Then it came to deciding the wall color. Lynn Hunt suggested that we go look at a friend's personal collection of maritime artifacts (he did faux painting). After being quite impressed on how the items popped out, my quest of 15 hours of applying the faux painting techniques started. Finally the inside construction was completed. And the hard work really got started: deciding on what artifacts were going to be placed inside, and how they would be displayed. We turned to Janet Doto for help with this task. She spent a lot of time repairing artwork. The three of us worked great together with hanging things on the walls. Numerous artifacts were a bit challenging, and it took a few days of rearranging items to achieve the perfect arrangement. We spent some time looking for items between Hangar 202 and our storage lockers. Some longtime supporters of PCAM loaned or donated some of their artwork and items.

We have a coat of paint on the exterior of Hangar 2 and the Dragon Fly building, a new sign mounted on the road side, and a completed landscaping project with lights. A new concrete slab was finally poured that will eventually have a covered patio. Hangar 2 was finally ready for the grand opening, to show off all her glory – the surround sound system, retractable projection screen, and hidden or never seen artifacts with new displays. Since the opening of Hangar 2, we have booked a few events, and that number keeps growing as the word gets out. Our docents are giving tours. Ask about it in the gift shop. They will be happy to show you around.

The year 2022 looks very bright for Hangar 2.



Display Preservation

F-8 Crusader Restoration

Keeping our outdoor display aircraft in tiptop shape for our patrons is quite a job. There are just a few people who do that. This article sets about to recognize those folks, and tell the story of one or two displayed aircraft restorations. This is the story of PCAM's F-8 Crusader jet now on display.

For the museum, the story of this aircraft began long ago in a playground along 19th Avenue in San Francisco. The U.S. Navy donated the decommissioned aircraft to the city of San Francisco and deposited it at the playground in the dead of night. The city buried the airplane in sand up to its fuselage, and there it sat for some kids to play on and other kids to spray graffiti on.



Pretty ugly, no? In 1993 San Francisco asked the Navy to take the aircraft back. The Navy contacted the Pacific Coast Air Museum and asked us to remove the aircraft. This was going to be a big job and the museum did not have the resources to do that. The Navy tried again, this time saying “If you can find the resources to remove it, we will make it worth your while.” This time Lynn Hunt and fellow volunteers worked hard to find the people to take the wings off, crane it to a flatbed, and haul it to PCAM.

Arriving at PCAM, the volunteer crew worked months getting the sand out, putting the aircraft back together, removing the graffiti and replacing that with a new “protective coating.”

The restored aircraft was put on display in 1994. True to their word, the U.S. Navy, upon closing the “Top Gun” school, decommissioned the F-14 Tomcat and sent it to PCAM, where it is a proud centerpiece of PCAM's Naval aircraft display stable.

Here the display remained while the wind and the sun took their toll over the next two decades. Some of the aircraft parts were wooden, and these rotted. The metal skin was hit hard, and, of course, the protective coating wore off and much metal deteriorated.

Enter Jim Mattison and others with a determination to restore this beautiful and historical aircraft to its former glory. The aircraft was hidden away in a corner of the Butler Hangar for a while until Jim's crew got busy in 2014. Much was to be done: reskinning the outer wing panels, fixing the wood wing tips, fixing the ailerons and totally rebuilding the dorsal fin, fixing the flaps and inboard wing sections, patching the forward fuselage and virtually rebuilding the entire rudder. Whew, makes me tired just writing this down. Here are some of the wing sections that had to be repaired and even replaced.



F-8 Crusader Restoration (continued)

The crew received help from the museum's teenaged members.



Here are some of the adult crew working on one of the wings: L to R Tony Bassignani, Greg Ervice, Jim Mattison, and Paul Doto.



Finally, a new coat of environmental sealant is applied. What a difference! Here's a before and after illustration to show what was accomplished just on the forward fuselage section.

Justin Rains was the protective coating engineer. By July of 2021, the Crusader was beginning to be reborn as a brand-new display aircraft.



F-8 Crusader Restoration (continued)

By August 2021, the refurbishment had been completed with a whole new paint scheme, unit lettering and aircraft commander lettering, and white stars on a navy blue background! What an outstanding job by an outstanding crew of volunteers!



Pictured left to right:
Justin Rains
Janet Doto (chief cartoonist)
Paul Doto
Tony Bassignani
Greg Ervice
Jim Mattison (chief mover and shaker)
Ray Davis

Recognition

Gold Presentation

By Kathie Morgan

Thirty years! Had it been that long? It was a milestone worth celebrating.

Supervisor James Gore’s top aide Jenny Chamberlain attended our November 2019 meeting and presented then-president David Ford with a Gold Resolution passed by the county Board of Supervisors honoring PCAM for its three decades of service to the community. The resolution specifically noted our

- displays of local air history including the leather flight jacket worn by Santa Rosa resident Harold “Hal” Miller, who flew P-38 Lightnings in Europe, dioramas that recreate Santa Rosa Army Airfield – now the Charles M. Schulz-Sonoma County Airport – as it existed during World War II, and the Santa Rosa Naval Auxiliary Air Station just south of Santa Rosa;
- exhibits of photos and artifacts from WW1 and WW2, including flight helmets, goggles, propellers, and aircraft instruments from the 1930s and 1940s, and a large collection of model aircraft, a legendary Norden Bombsight from World War II (a key piece of technology that helped the Allies beat the Axis powers), tiny models of P-38s and other military aircraft, a Korean War-era U.S. Air Force air base, a model of the USS *Intrepid* aircraft carrier, and an engine and 20mm cannon from a P-38 flown out of Santa Rosa Army Airfield on training missions during World War II;
- open cockpit weekends;
- education committee that conducts frequent Boy Scout Merit Badge classes, participates in science fairs, and conducts aviation classes for 6th through 9th graders utilizing Science, Technology, Engineering, and Math (STEM), and gives them the opportunity to hear stories from veterans and engage in question/answer sessions;
- flight simulator with its virtual reality flights that allows visitors to take the controls of various types of planes; and our
- F-15A “First Responder,” the first fighter jet on the scene over New York City the morning of September 11, 2001. “This is the actual aircraft that took to the air that dreadful morning to provide protection to the people of Manhattan,” reads the resolution.

That presentation was made on November 19 in 2019, just as another 19 intervened – Covid-19 – putting a halt to any planned festivities. The year 2024 (number 35) will be here before we know it. Let’s celebrate again then.



President David Ford listens as Supervisor Gore’s aide Jenny Chamberlain reads from the Gold Resolution passed by the Sonoma County Board of Supervisors to honor PCAM on its 30th anniversary. (Photo by Jim Mattison)



Thompson Trophy on display at PCAM

By Jim Cook

The Thompson Trophy race was one of the National Air Races of the heyday of early airplane racing in the 1930's. The closed-course event for unlimited planes sponsored by a Cleveland manufacturer Charles E. Thompson was an immediate success. Like barnstorming events, the race provided breathtaking excitement for the crowd. The wing tip to wing tip action of the race showed the crowds just how daring the competition really was.

From 1929 to 1939, the race speed increased along with the dangers. Top speed in 1930 was 201.91 mph for a prize of \$5,000. In 1932, a young flyer named Jimmy Doolittle won \$4,500 by flying his R-1 Gee Bee with a blazing speed of 252.686 mph. Pilot Roscoe Turner won three times, including the 1939 race when he won a huge prize of \$16,000 with a speed of 282.536 mph.

The war stopped the races but with the advances of airplane technology, it was decided to establish a new series which included "Military Speed Dash." Postwar speeds increased from 373 mph to 1,525 mph. The trophy was awarded to those that set new aviation records

On Dec. 15, 1959, Major Joseph Rogers flew an F-106 Delta Dart to a new world speed record certified by the Federation Aeronautique Internationale (FAI). At an altitude of 40,000 feet, Rogers made two passes over the 11-mile course in both directions for an average speed of 1,525.924 MPH (Mach 2.31).

This record for a single engine jet has never been broken.

For this accomplishment, Major Joe Rogers was awarded the Distinguished Flying Cross, the FAI's Henry De La Vaulx medal and the Thompson Trophy.

Col. Joseph Rogers retired to Sonoma County and was a member of the Pacific Coast Air Museum until his death in 2005. The famous Thompson Trophy he was awarded is on display at the Museum.



Major Joseph W. Rogers, USAF, piloted an F-106A, USAF S/N 56-0467, over the 15-25 kilometer straight-away course at Edwards Air Force Base on 15 December 1959 to establish a new world speed record of 1,525.95 miles per hour. Convair's F-106A S/N 56-0459 assigned to the project was replaced with the AFPTC's S/N 56-0467.

Veteran History Project

After a nearly two-year hiatus from interviewing veterans for the Library of Congress Veterans History Project, the PCAM Oral History Team has resumed their process of capturing veteran stories. Jim Sartain (former PCAM President) has generously provided a safe and quality environment for taping these interviews at Keegan and Coppin in Santa Rosa. Team Leader John Nelson serves as the videographer and has developed an impressive skill set that ensures that a quality DVD is provided to the veteran and submitted to the Library of Congress archives. He also maintains the library of nearly 200 veteran interviews that have been conducted over the years. Marilyn Pahr and Nancy Sandborn serve as the very capable interviewers. Carol Lawson continues to be our veteran liaison and scheduler who keeps us all on track.

Three veterans were interviewed in the past month.

William Stiles served in the US Navy as a Signalman 1st class on the USS Hinsdale and USS Charleston during WWII. He participated in the Iwo Jima Campaign and observed both the original US flag raising on Mount Suribachi and the reenactment.

James Bearsley served three tours in the US Navy in Korea as a Machinist 1st Class on the USS Wedderburn. His ship escorted task forces, patrolled the Korean shores, shot at selected inland targets, and occasionally picked up downed pilots.

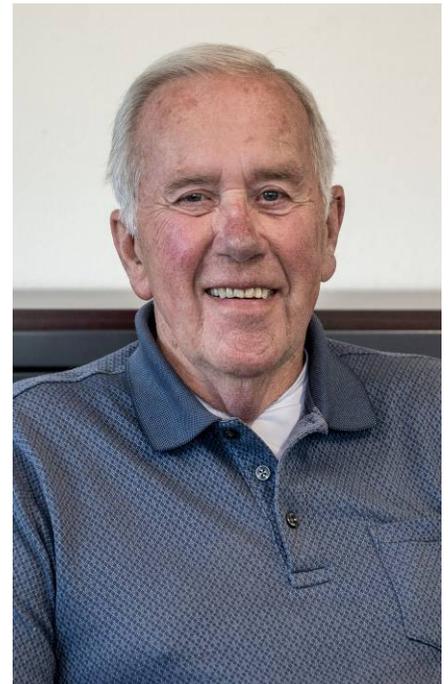
Brigadier General Richard "Rich" Vogel served in the US Air Force from 1958 until 1993. He flew B-47 and B-52 bombers for the Strategic Air Command (SAC) over the Distant Early Warning (DEW) line during the Cold War. He shared several detailed accounts of these missions. Rich also flew transport and cargo flights during Vietnam, Iraq, and Desert Storm. Locally he served as Vice Commander at Travis and McClellan Air Force Bases.



William Stiles, US Navy



James D. Bearsley, US Navy



Brigadier General Richard K. Vogel,
US Air Force

Veteran History Project (continued)

If any readers know a veteran who would like to share their story with PCAM and the Library of Congress, they may pick up a packet of forms and instructions from the PCAM office or leave their name, address and phone number, and a packet will be mailed to them. When scheduling resumes in 2022, the veteran will be contacted to set a date for their interview.

The Oral History Team is proud to be able to capture and share veteran stories with anyone interested in watching them. Some of the footage stored at the Library of Congress archives has been used in numerous documentaries. It is hopeful that PCAM will eventually be able to provide a facility where their library of interviews can be viewed. Until then, all of them can be accessed via the Library of Congress website.

Coloring Books

By Kathie Morgan

Energetic PCAM volunteer Jim Mattison has enhanced the school field trips he leads by pulling pictures of planes off the internet for the students to take home and color. “Why not compile these into a book?” he thought one day. It would start with something like, “I went to the Pacific Coast Air Museum today and here’s what I saw.”

When the idea struck, Mattison was already working on several books, a memoir of his early life and Air Force service, and a children’s book which may turn into a series of books. The pictures are in the public domain, removing any copyright issues. There are plenty of pictures of PCAM planes, and it starts with a “scavenger-hunt” game with such instructions as “Circle the planes you see at the museum: A plane that floats on water, etc.” Mattison followed this book with a coloring book of World War II planes for an older audience.

Mattison will sell the book at the PCAM gift shop as well as other venues. He sees the project as a way to promote the Pacific Coast Air Museum as families take the books with them to keep as mementoes and to share with others as party favors, rewards, even stocking stuffers. Profits from the sale will benefit the museum.

Watch for these to become available soon.

Flown West

William Edward “Bill” Greene

William Edward “Bill” Greene passed in September 2021 at the age of 82 at his home in Santa Rosa. Bill was a pilot for United Airlines, flying with them for some 34 years, and retiring in 1999. Bill helped out at the museum for years, maintaining facilities and grounds and working at every Hot Dog Thursday event from the start.

This picture of Bill was taken in the flight deck of the of the DC-6 nose section, which he worked for many years to restore for the museum. It’s amazing to think that pilots in 1965 flew by analog instrumentation and VOR navigation, which was probably as reliable as any “glass” cockpit today. Bill is long remembered for his dedication to the Pacific Coast Air Museum.



Flown West (continued)

Mike Hart

PCAM member Mike Hart, age 70, passed away at his home in Santa Rosa on May 5, 2021. He was born in Newport, Rhode Island in 1950. Michael had two loves in his life: his family and aviation. Mike served in the U.S. Air Force as a Crew Chief on C-130 cargo planes in Vietnam and spent his entire professional career working in maintenance for several different airlines. After retiring Mike became a regular volunteer at PCAM making regular appearances on Wednesday afternoons and weekends. Mike devoted much of his time to restoring the museum's North American T-28. His friendly smile and easy-going personality kept him involved with an assortment of other museum activities. Mike's life-long association with airplanes and breadth of knowledge made him quite popular with other problem solvers. Mike will be missed for a very long time here at PCAM and he will be remembered even longer.



Dana Johnson (right)



Dana Johnson was a valuable member of PCAM. She was on the Board of Directors from 2019 until her passing in Feb. 2021. She was also the Interim Director of Museum Operations during that time. She was a delight to work with and for. I was one of the individuals who gained from her administrative skills. Her attention to detail made our jobs easier. She had a great sense of humor which made working with her comfortable. She was and still is missed by many. We need more people like Dana in our lives.
By David Kinzie

Phyllis Morton

Phyllis Morton passed in June 2021. She helped in the office for many years handling new memberships and other work on her computer while her faithful little dog slept under the desk at her feet. More recently, she maintained the condiments at every Hot Dog Thursday.



Always kind and smiling, she never failed to ask how she could help someone at the general meetings. She was really enthusiastic about the P-38 Lightning for which there were

family ties. She kept a beautiful picture of one hanging above her desk.

Ron Pearson



We lost Ron Pearson suddenly in January of 2021. Ron was a wonderful person who brought smiles to many faces. You could easily point him out in a crowd with his Hawaiian shirt and camera equipment, always capturing memories. Ron was a U.S. Army Vietnam Veteran. His specialty was in Huey electronic systems. Where

he shined brightest was in his photography. He was employed at Shutterbug for many years and was always eager to share his photographic knowledge with new and experienced photographers. He operated his own professional studio called Ronphoto where he did family portraits and pinup photography. His photos were very distinct and you could always tell when you were looking at another Ron Pearson masterpiece. He utilized our aircraft for many of his photoshoots and they have never looked better. Ron brought out the best in people and he will be sorely missed.

Flown West (continued)

Constant “Connie” Reyorse



Connie Reyorse succumbed to leukemia in July 2021. He began his journey with PCAM by helping out in the Gift Shop and quickly transitioned into the office, becoming our Director of Operations.

During his tenure, we started a car show, put on a benefit concert with actor Gary Sinise and his Lt. Dan Band for first responders after the 2017 wildfires, and other successful events, including our Air Show and Santa Fly-In. He had a large hand in all of it.

Mike Lynch

By Kathie Morgan



Ten is enough. After 10 years managing the PCAM gift shop, Mike Lynch retired last October. Before joining PCAM, Lynch had spent 33 years in retail management. It was time to kick back and relax, do something different.

Retirements and Additions

While in the gift shop, Lynch says, he and his volunteer staff liked to keep the shop always in a state of flux so that it looked fresh and clean to visitors on every visit. Among his fondest memories, he says, are the wonderful people he worked with.

He loved it when young families would come in and their young children were so excited to see all the airplanes. “Of course it was nice when the parents were willing to buy merchandise after viewing the planes,” he acknowledges.

Lynch enjoyed the opportunity to meet guests from around the world. A favorite memory was meeting a couple from Southern England who lived near where his father – a tail gunner who flew in a B-17 in the Army Air Corps – was stationed during World War II.

Lynch enjoyed working the air shows, despite the long hours and hard work. “It was rewarding,” he says, “to have, not only the people I worked with, but our family and friends volunteer their time to help make the sales in the gift shop a success.”

“Probably the one thing that I would like to forget, but never will,” he says, “was our last air show where it was so windy that we were having our canopies and merchandise flying all over.”

He’ll spend the next years making memories of a different sort. He and his wife Linda have two married sons and four wonderful grandchildren that they can now visit whenever they want. Mike has a group of great guys he bowls with, and he loves to golf, and he and Linda enjoy daily walks. Also, he likes to read, often choosing a book about World War II.

Thank you, Mike and Linda Lynch, for your service to PCAM.

Volunteer Welcome

By Kathie Morgan

Alan Chensvold and Mike Lynch started in the PCAM gift shop at the same time, just in time for the 2011 air show. “I worked 33 years in retail,” Chensvold says, “so of course they put me right back in retail.”

He and Lynch were a good team, he says, sharing responsibility. Since Lynch announced his retirement as gift shop manager, Chensvold has shouldered the task, acting as an interim manager. “I just know what needs to be done and I do it,” he says. “But I haven’t been anointed or appointed to the job.”

What kind of training did he get for the job? “They just said, “Don’t spend too much.” The warning is to some extent beside the point during a season of supply chain issues. “I can’t get anything, or much of anything, because it’s all sitting in a container ship somewhere,” he laments. He does what he can, using a kind of marketing sleight of hand to make the shop look full with diverse products.

“Fortunately we have a good group of people, but that could change at any minute.” He mentions one longtime volunteer hospitalized with Covid-19.

You can find Chensvold on the job on Saturdays and Sundays when the gift shop is at its busiest. “I walk in Mike’s shadow,” Chensvold says. “He set a good example.”

Volunteer Awards

At the last Member’s Meeting of the year, outstanding volunteers were honored for their exemplary contributions to PCAM. Five members were honored at the December 15th meeting.

The “Special Appreciation Award,” with Lifetime Membership was given to Mike Lynch for his years as PCAM’s Gift Shop Manager. (see Mike’s story on page 14)

The “Rented Mule Award” for the hardest working, jack-of-all-trades volunteer was awarded to Tony Bassignani.

Janet Doto kept the events on a smooth track for the “Crankshaft Award.”

The “President’s Award” was well deserved by David Kinzie for keeping the office in running order.

PCAM’s “Volunteer of the Year” was earned by Jim Mattison for his dedication to keeping PCAM’s aircraft in top display shape and coordinating the volunteer staff.

In addition, PCAM extends a welcome to our latest Lifetime Members:

Jimmy and Tracy Long

Marcel Molina and Janean Morris

Robert (Bob) Matreci.

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.



Sonoma County
Office of Education



Sonoma
JET CENTER



PLATINUM
CHEVROLET
Santa Rosa

Pacific Coast Air Museum

Location

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

Directions

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

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

Open Cockpit Weekends

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

Member Meetings

Third Wednesday of each month, 7:00 p.m. at Hangar 2 on museum property.

“Straight Scoop” Newsletter

The PCAM newsletter, “Straight Scoop,” is published quarterly and is available online on the museum’s web site. Members are encouraged to submit articles for possible publication. Deadline for article submission is the 10th 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 Dave Carlson at pcamnewsletter@gmail.com or 707-575-7900.

Be sure to advise the museum of any updates to your contact information by calling 707-575-7900 or email admin@pacificcoastairmuseum.org

Membership Renewals Send renewals to Pacific Coast Air Museum, One Air Museum Way, Santa Rosa, CA 95403

\$50 Individual	\$250 Silver
\$100 Family	\$500 Gold
\$40 Seniors, Teachers, Students	\$750 Platinum
\$25 Veterans and Active Duty Military	\$1,000 Lifetime

The Pacific Coast Air Museum hosts many family-friendly and child-friendly events all year 'round. We host monthly member meetings, monthly Hot Dog Thursday lunches from April through October, and special events like car shows, 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.

Members are encouraged to 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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REMEMBER THESE DATES

Member Meetings

January 19, 2022 **Cancelled due to Covid-19**
February 16, 2022
March 16, 2022

Hangar 2 Third Wednesday of the month 7:00 p.m. - 9:00 p.m

The first portion of the meeting is informational. Get the scoop on the latest happenings at the museum. Catch up with fellow members during the break, followed by a guest speaker presentation.

Home Run Pizza Fund Raising Event

Mark your calendar for pizza on March 15, 2022 from Home Run Pizza.



484 Larkfield Center
Santa Rosa
707-527-6600

in the corner behind Exchange Bank

Proceeds from sales that day (except Door Dash deliveries) will be generously donated to PCAM by owner Cynthia Caughie.

In honor of St. Patrick, try something green.

- Zucchini sticks
- Frickles (fried dill pickles)
- Spicy green beans
- Pesto bread sticks
- Or add something on the healthy side to go with your entrée (they have a variety of salads)