



# Happy 30th Birthday Pacific Coast Air Museum

## PCAM History – The First Thirty Years

by Lynn Hunt

A question sure to be asked more than a few times during this 30<sup>th</sup> year might be “how did PCAM get started?” The answer is slightly complicated but still vivid in the memories of the dwindling few who were there to see it all unfold. While reaching back in time to dust off those old memories it is only natural to remark about the thirty years that have elapsed and how quickly they have passed. However those thirty years are interlaced with many memorable key events that make up PCAM’s history. The following newsletters will revisit some of these special events that form the essence of our identity in an effort to document and pass on to our current members the remarkable heritage that we enjoy.

So, how did we get started? It was a gradual process and not attributed to a particular event. There was no Big Bang or a visit from a profit. It started as an idea that was probably cultivated around a BBQ or on a bar stool. It continued to evolve in living rooms and hangars before it finally emerged. But to really understand how it came to pass let’s go back even further and study the aviation landscape as it was during the 1980’s.

In the 1980’s, things were really happening over at EAA 124. New builds were being finished at an alarming pace. The Chapter was thriving and there was activity everywhere. All elements of the EAA were represented although most of the energy was consumed by the growth of new composite designs. Down at Lloyd Hamilton’s hangar the crew was busy building an unlimited racing Sea Fury with a corn cob R4360 engine. Lloyd’s operation and the crew that trained there formed the spawning ground for what would later comprise the founding members of PCAM. A careful examination of PCAM DNA will clearly show the presence of large traces of EAA 124.

Through the 80’s there had been a steady growth of warbirds and antique aircraft as more and more people joined the ranks. The 1980’s also boasted many more air shows than we enjoy today and it was normal for a large contingent of Santa Rosa-based aircraft to attend. These large numbers helped to provide a critical mass that made our early attempts at public events successful. We might not have been a proper museum in those early days but we sure looked and acted the part. Also, knowing there is strength in numbers the Santa Rosa warbird contingent over time became a close-knit group and frequently relied on the group’s synergy to problem-solve. This group also provided an attractive forum for others with similar

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### The PCAM Mission

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

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interests to join with as they found their presence welcome. From this concoction emerged what would become an essential ingredient in forming a museum, that being large doses of goodwill when it came to old, cool airplanes.

Another factor that initially contributed the level of interest in forming a museum was the potential financial benefits that might come from organizing one. We watched from a distance as what was then the Confederate Air Force appeared to flourish with the interest and financial support from large donors. While none of us were accountants or tax attorneys our collective best guess was that somewhere could be found financial incentives and a possible return on our investment given the substantial amounts we were spending on these airplanes each month. While this proved to be a great motivator it never came to fruition and fortunately several other redeeming values kept the momentum alive. 🌟



## In The Beginning -



**(Next month, another installment of  
PCAM History – The First Thirty Years)**



## Presidents Message

by Dave Ford

As we move into 2019, we can look back and see that the events that took place in 2018 have set the stage for 2019. Several significant things occurred in 2018: the lease was signed for the new site; three buildings were acquired and our new location was secured with TSA approved fencing. Wings over Wine Country was resurrected after a one year hiatus.

At the conclusion of the air show, the display aircraft were moved to the new location, which is a significant improvement compared to the dirt field that they were parked on before. The acquisition of the Butler hangar affords PCAM with the opportunity to have an outstanding venue for future events. That was made evident by the Gray Sinise Foundation's concert put on by the Lt. Dan Band earlier in the year. Admittedly, the Butler hangar is in need of some serious attention, repair and cleanup before it can be put to use as a major venue for fund raising events.

When the display aircraft were moved to the new site, we were left with an empty field which lead people to believe that the museum had shut down and was no longer in existence. This was partly due to the fact that the display aircraft could not be easily seen from Laughlin Road after they had been relocated on to the concrete ramp. The former Dragonfly building, the overgrown bushes and the neglected trees where, for all intents and purposes, acting as WWII camouflage. Thanks to a hard working group of PCAM volunteers, some trees were removed and some were trimmed. Shrubbery was removed as well. Our two F-86's were illuminated so they could be seen at night and new signage was put in place. The results are astounding!

In the near future, the gift shop will be moving into "our building" on Laughlin Road. The move is

anticipated to give the gift shop increased visibility



Some of our volunteers hard at work!

and consequently, an increase in visitor participation.

2019 is going to be an exciting year and there is much to be done as we move forward and develop the new site into a significant attraction for our community. I invite all our members to join in, volunteer and be a part of the team that makes the Pacific Coast Air Museum a museum to be proud of...a museum that you can stand back, look at and have a sense of pride knowing that you did your part to make it a museum to be proud of. ★

## NEW MEMBERS

by Dave Ford

On behalf of the Pacific Coast Air museum, I want to welcome our most recent new members . We look forward to having you join us at the monthly meetings, volunteering and participating with us in our events. Please let me know if I've overlooked anyone. ★

Dashiell Phillips  
Clark Cook

**THANK YOU VOLUNTEERS!  
WE COULDN'T DO IT WITHOUT YOU!**

## **Dragonfly Cleanup and Move Update**

by Andy Werback

Have you noticed the changes lately? Especially in the last few weeks over the December holidays, there has been lots of progress in moving to the new PCAM site.

For starters, after we got things basically repositioned after the Airshow, many of our dedicated Volunteers have been focused on the little "details" associated with finishing the initial move. This included cleaning out our storage area (a.k.a. "Area 51") and cleaning up the various pieces of equipment and leftover "stuff".

We finally got the Area 51 container and the 26' truck trailer (formerly used to store some engines and cowling parts) moved to the new site with the able assistance of Precision Crane. This involved both a



75 ton crane and a flat-bed truck in a coordinated move. Everything was carefully lifted and placed inside the new security fence. Thank you Budd Elliff and Precision Crane!! With help from Andy, Tony Bassignani and Larry Rengstorf.

But beyond getting our operation moved to the new site (which actually started back in February 2018 with preparation in the Butler Hangar for the Gary Sinise Concert), we have made significant progress in two other areas –

Notice the new signs and flags? After numerous complaints that nobody could see airplanes anymore (even though they are less than 300 feet from our old location), we had an emergency

Thank you Precision Crane! And we learned a little more about crane operations...

© Andy Werback

committee project to get some signs and flags, designed, approved, printed and installed.

Many thanks to Sonoma Jet Center for sponsoring the new signs and to Tony Bassignani, Jim Mattison, Paul Doto and Todd Graham for installing them.

Cleanup around the "new" Gift Shop (the old Dragonfly building) and along the fence for improved visibility. Years of growth in trees and shrubs was cleared away so you can appreciate that there is an Air Museum on the new site.

A little more about the cleanup –

We started by felling one old pine tree early one morning with expert help from a commercial tree service. Then Chris Brown, Larry Rengstorf, Dave and Marge Ford, Chris Soeters, Michael Joyce and Billy Kerkhof really got together, clearing the old pine trees, oleander, pyracantha and a little poison oak. A lot of chipping and mulching was done. And the pyracantha did pretty well in one-on-one

**WITH OUR VOLUNTEERS ANYTHING IS POSSIBLE!** *Continued on next page*



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© Andy Werback

Chris cutting pine down in pieces

Inside the soon-to-be Gift Shop, Larry, Bob George, Ron and Joe Cholewa made lots of progress removing the old "black" testing room and some partitions, plus some surplus office items.

A couple more hours out on the old PCAM site resulted in a lot of junk and stuff getting moved or disposed of. It's amazing what can accumulate over a few years – I'm sure you're familiar with that theory, and I'm hoping that we can continue to evaluate what we really need to keep.



Mike, Jim and Bob taking a break

© Andy Werback

combat. Ask Larry and Dave about the battle with the thorns and fence. This cleanup also benefited our neighbor, Cornerstone Properties, with the visibility and cleanup of their fence, so hopefully 2 birds with one stone, and thanks to Jim Sartain for coordinating that.



© Andy Werback

A bit of hard work – it's nice to have the right tools to make the work more effective. Left to right: Chris Soeters, Dave Ford, Michael Joyce and Larry Rengstorf.

But finally, we got down to the last big piece of the puzzle – Mike Fenn, Jim Whitten, Bob Stratos and I carefully unbolted and removed the PCAM Sign (a T-37 wing that's amazingly heavy!) at the corner of Laughlin and Becker. It will be reconditioned and moved to a new home sometime...

There is a lot more to do – but it seems like we can focus on the new site, getting the Gift Shop moved, and getting organized in the New Year. 🌟

## Pacific Coast Air Museum General Meeting February 20, 2019

### Time and Location:

Wednesday, February 20, 2019, 7:00 p.m.  
Columbia Distributing.  
3200 N. Laughlin Road. Santa Rosa, CA  
Cost: Free for Members and Guests.

### Frank Schueler: An Inspirational Journey from Nazi Germany to Tragedy to Making the Best of Every Situation



by Frank Schueler

After being raised in the late 30's in an artistic setting by a professional photographer mother (sometimes with anti-Nazi subject matter) and a German Army Officer stepfather, Frank experienced the complete loss of his immediate family in devastating carpet bombings of his hometown of Darmstadt, Germany. But the real story is how he persevered after WWII, worked hard and enjoyed life by connecting to opportunities by the positive terminal only.

The tale and path of his immigration to the US and immediate draft into the Navy was not slowed down by discrimination and unfamiliarity with US ways.

This is an inspirational story documented with

Frank's mother's portraits, letters and his own engineer-detailed scrapbooking – with side trips on a bicycle to Italy and a red Porsche to Mexico and a little of Bauhaus Art thrown in!

About Frank Schueler in his Own Words:

My name is Frank Schueler. I was born in Darmstadt/Germany in 1933 shortly after Hitler came to power. I was almost six years old when World War II started, on September 1st, 1939 as Germany invaded Poland. My parents and three sisters were killed in a bombing raid on 9/11 1944 along with about 12,800 people during the almost complete destruction of Darmstadt. My stepbrother and I survived. On Hitler's orders, boys, the future soldiers, were evacuated from population centers. After the war I was placed with some distant relatives. In 1951 I was accepted into an apprenticeship as an electro mechanic. Upon completion I then attended engineering school in Frankfurt until I immigrated to the USA in 1955. Within two weeks I started to work for Pacific Telephone in the Los Angeles area. Right away, I was required to register with the draft board (A1 of course). Within two months I received notification that I was drafted into the US Navy. The next nineteen months I served on board of the aircraft carrier USS ESSEX.

You won't want to miss Mr. Schueler's exciting presentation!

Remember, the 2019 Wings Over Wine Country planning committee also meets on February 20th at 6:00.

We look forward to seeing you at the meeting!





## January Guest Speaker Re-cap

The Sikorsky S-56, identified by the U.S. Army as the CH-37B Mojave was one of the mostly unknown and forgotten aircraft of the early Viet Nam War. At the time she was the largest and fastest helicopter in the free world. The Mojave held many time-to-climb and speed records and truly had a stellar career.

When the helicopter war started in Viet Nam there was a need to have the ability to recover downed aircraft. At that time the CH-37 was the only aircraft that could do this mission, so initially four (4) were re-assigned from Korea to Viet Nam. A total of ten (10) aircraft served in early years of that war.

During her service from mid-1963 until they were retired from service in mid-1966, only three aircraft were destroyed.

One was shot down by enemy ground fire in December of 1963 while performing an aircraft recovery mission with the loss of four of its five flight crew. One was blown up while parked at night by a VC sapper. And the third was dropped into the water alongside the ship that was to take her home when the lifting sling broke. Only three lost in over three years of service. Service that saw the aircraft routinely working at or above the redlines. Doing a mission that was well above what the manuals said she could do.

It is a testament to the pilots and crew who served on her that she was able to make such an outstanding contribution to the early aircraft recovery operations in the Viet Nam War.

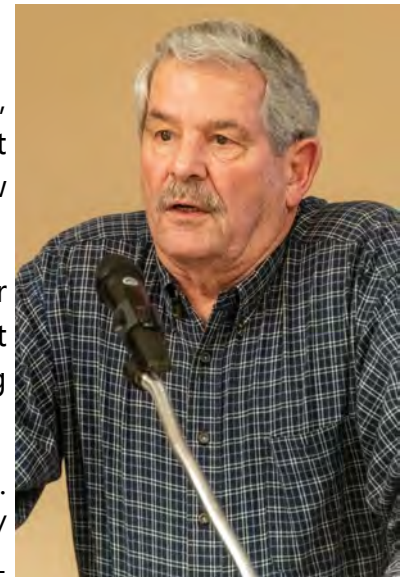
### Scott Drew's Bio -

Scott Drew graduated from Fort Bragg High School in June 1963 having already enlisted in the U.S. Army. Scott did Basic Training at Ft. Ord, CA, then went to "Single Engine, Single Rotor Helicopter Repairman" school at Ft. Eustis, VA. Upon graduating, Scott became an instructor in the then new turbine engine portion of the class.

In mid-1964 Scott re-enlisted in the Army to go to the Viet Nam helicopter war. He was assigned to the 56<sup>th</sup> Transportation Company (Aircraft Direct Support) that was forming up at Ft. Lewis, WA in preparation for shipping out to the Viet Nam War in October of 1964.

Scott ended his extended tours in April 1967 and was honorably discharged. He worked for a couple years as a senior mechanic at San Francisco/Oakland Helicopter Airlines, then went to work for the California Department of Forestry and Fire Protection, now called CalFire.

Scott retired from CalFire in 1996; volunteered with Death Valley National Park in their Fire Department for eight (8) years, for a total of 35 years in the Fire Service. He is currently enjoying retirement and enjoying his hobby of flying radio controlled fixed and rotary wing aircraft. ★



Scott Drew

© John Nelson

## Flyout to Hawaii – Pearl Harbor Aviation Museum

by Andy Werback

Well, we did fly, but it was with Hawaiian Airlines, B-767 and Airbus A330-200. We last visited Oahu and Pearl Harbor somewhere back in 1991. This year, the USS Arizona tour is limited to a cruise around the USS Arizona Memorial – they are still working on repairing the landing at the Memorial, but hope to be finished by March 2019 (at least that was the plan...).



Peral Harbor Aviation Museum Entrance/Gift

In addition to the USS Arizona, the USS Bowfin Submarine Museum, and a below-decks tour of the USS Missouri (awesome!), we included a visit to the Pearl Harbor Aviation Museum. Formerly called the Pacific Aviation Museum Pearl Harbor (sounds a lot like Pacific Coast Air Museum...), the Museum was founded in 1999, as part of Senator Daniel Inouye's vision for a rebirth of Ford Island. They are currently affiliated with the Smithsonian Institution.

Larry Rengstorf visited there recently, and mentioned that the manager of the museum was from Petaluma, so we really needed to stop in and say Hello! After buying tickets, we learned that the manager wasn't in, but the person on duty passed my PCAM card upstairs, and a few minutes later we were presented with souvenir museum hats and pins, so we're happily putting them to work to spread the word!

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The Museum has a really nice collection and an excellent facility – they have two of the old Navy hangars from WWII (Hangar 37 - 42,000 square feet, Hangar 79 – 80,000 sq ft!). Overall, they have 16 acres to play with!

It's really nice to see a museum with indoor restoration space, a paint booth, welding area, part and equipment storage. Outside are several helicopters, a B-66, and a MiG. And I think a T-34 project...

One of the more interesting exhibits was their F-105G "Wild Weasel" aircraft. This display highlights the Wild Weasel mission - attacking Surface to Air Missile (SAM) sites to protect other aircraft on their bombing missions. During the Vietnam War, two Wild Weasel pilots were awarded the Medal of Honor. This aircraft highlights the events of April 19, 1967, where the pilot, Major Leo Thorsness and his Electronic Warfare Officer, Captain Harold Johnson, were responsible for the destruction of two SAM sites and two North Vietnamese MiG aircraft. They were shot down just 11 days later, and spent 6 years in the Hanoi Hilton.



F-105G Wild Weasel, Medal of Honor mission

© Andy Werback

If you're anywhere near Oahu, stop in and look around. It's a great visit. For more information, <https://www.pearlharboraviationmuseum.org/> ★



B-17 Restoration

© Andy Werback



© Andy Werback

B-25 exhibit honoring the Doolittle attack on Japan, April 18<sup>th</sup>, 1942

## Education Committee

### PCAM Headed to Sonoma State University

by Charley Taylor

This summer, Art Hayssen, Kevin Quirk and Charley Taylor will take PCAM's Aviation Summer School to Sonoma State University's EXCEL for Youth -*Summer 2019 University for Kids*. With the encouragement of PCAM Education Committee members, Julie Barnes, Dave Ford and SSU Excel for Youth Director Cathy Hatcher-England, the trio will offer a course titled: *Drones, Planes & Pilots – Do you know you can fly before you can drive?* Beginning June 10<sup>th</sup>, 25 future aviators (grades 6 through 9) will learn what flying is all about. They will hear about the many careers in aviation; discover milestones in aviation; how and why planes fly; as well as using electronic aids for flight planning, navigation, checking weather conditions and forecasts, and observing real time flights.

Students will get hands-on experience using some of the tools it takes to build an airplane by riveting aircraft aluminum and learning other aspects and types of aircraft construction. Mid-week will include a tour of PCAM's historic aircraft and hearing museum members' stories about how their flying careers developed from an early age. EXCEL youth visitors will also get the rare opportunity to visit an operating FAA control tower and receive a certificate entitling them to a flight in PCAM's Virtual Reality Simulator after completing the course. Classroom STEM experiences conclude with a briefing on Drone Safety and team building and flying drones on the SSU campus as parents visit on the final day of class. Those drones may be taken home to share with family and friends.

To learn more about Sonoma State University's EXCEL program, click here: <http://web.sonoma.edu/exed/excel/> ★

## PCAM's Virtual Reality Flight Simulator

by CJ Stephens

Our PCAM flight simulator is about to undergo some fantastic upgrades.

For the last one and half years the museum's Virtual Reality Flight simulator has been evolving and improving. Since our start up we have upgraded and installed new flight models of the AV-8A Harrier, F-18 Hornet (flying Carrier operations), A-4 Skyhawk, and R-22 Helicopter. Some of these additions are very sophisticated flight simulations in technically modern airplanes. Pilots of all ages have been experiencing extremely realistic 3 D flight. The performance of the airplane exactly duplicates what the real airplane does and feels like. What the pilot sees in the Virtual Reality Goggles is very hard to distinguish from what a pilot would see in actual flight.

As our many excited and smiling pilots exit and step down from the cockpit we usually hear them declare that they want one of these machines at home. To date, we have logged well over 1,000 hours of 'flying' in this complex machine. It has been in numerous dog fights with "enemy" airplanes, as well as flown under most of the bridges in the bay area just to name a couple of the challenges.

The experience is about to get even better. We are about to receive the program that contains our very own F-14 Tomcat. The company, HeatBlur, of Sweden, came to Santa Rosa about two years ago and shot literally thousands of photos inside of our F-14. That is how many photos are required to create the model of the aircraft. They have been working very hard for two years and now are about to complete the modeling. We will be one of the very first operators in the world to have an F-14 simulator. Ours will even be the correct tail number and unit markings.

The VR simulator is a great flying experience. Be sure to visit the museum and take advantage of the opportunity to fly this fascinating machine. ★



## From the Flight Wing 2019

by Lynn Hunt

Things are still in the early stages but 2019 is shaping up to be an especially important year for both PCAM and the Flight Wing. Running down the FW hit list reveals several areas of excitement. In fact, there may be more cool projects to work on than we have cool volunteers to join them.

First and perhaps justifiably so is the emergence of the Flight Academy. What? First time you have heard of it? Well, let me pontificate.

- ✈ **Fact:** The Flight Wing has aircraft that would be good flight instruction aircraft, the Beechcraft Musketeer and Cherokee 140 being good examples.
- ✈ **Fact:** the Mission statement for PCAM directs us to “educate and inspire” future pilots to pursue their passion.

What if we could figure out a way to utilize these resources, in conjunction with a professional Flight School to provide qualified candidates subsidized flight training at a reduced rate? As the Musketeer nears flight status we have been in discussions with Art Hayssen and Rob Clark to figure out how this might all work. Making the aircraft available to Rob’s flight school for rental provides sufficient profit to subsidize a small number of student pilots. Soliciting interest in the program, determining its limits, maintaining the aircraft and outlining selection criteria are some of the issues we are currently dealing with. However, the program holds great promise and could easily get pilots into the air that would otherwise not be able to afford it. In a way it’s like offering a scholarship for flight training. More to follow.

Another project that shows signs of emerging is our one-of-a-kind Cessna 170A. Our Thursday night Stem students are quickly winding up the reassembly of the vertical stabilizer and it will then be time to reassemble the aircraft. This is when the fun begins as all of the corrosion repairs are completed and we can return this beauty to flying status. We have allocated funds this year to spend on an avionics upgrade so we will be making those decisions very soon.

One of the more challenging and interesting projects is our Rearwin Sportster. We have studied our engine situation in great detail and have concluded that even with the large inventory of parts in our possession it would still be a lengthy and expensive process to rebuild the engine to flying status. Having had conversations with the few Rearwin owners with flying aircraft, they have little or no confidence in the engine’s reliability which quells our collective enthusiasm as having the Rearwin as a ride airplane. The only logical alternative is to re-engine the aircraft with a suitable, reliable and more modern aircraft engine and license the aircraft in a different category but still capable of giving rides. There are several challenges at play here such as designing and fabricating a suitable engine mount in addition to engineering functional engine controls and instrumentation, challenging but very doable.

Look for the renowned FW BBQ’s to start up in May. Please consider joining and supporting the Flight Wing as all these programs listed above require some funding. But they also require labor and I think you might have a good time if you choose to participate. Please come join us. ★

## Rick Elwood Receives PCAM 2018 Presidential Award

PCAM congratulates Rick Elwood for being acknowledged with the 2018 President's award. A 19 year volunteer with PCAM, Rick has made contributions in many areas over the years. Among them are serving as the crew chief for the T-38, acting as docent on open cockpit days and at many events, working the airshow every year, and especially for his role in the restoration of the A-26 Invader. In this capacity Rick not only helped with the reassembly of existing aircraft components, but also fabricated a significant number of parts the museum was unable to obtain. These fabricated parts included:

- ✈ all of the cockpit controls, levers, and other missing parts
- ✈ all mounting brackets and components for the 2 machine gun pods
- ✈ all faux .50 caliber machine guns for the top turret, display turret, and machine gun pods (8 total)
- ✈ missing fuselage plates and other components
- ✈ missing sighting station components and display stand components
- ✈ gun turret bearings to replace missing or damaged bearings
- ✈ bomb bay hinge components

Rick also disassembled another A-26 and catalogued the parts that were used in the restoration of PCAM's "City of Santa Rosa".

ALL of the materials for these projects were purchased by Rick and DONATED to the museum. He used his own equipment at home, working from the detailed drawings he developed. Most of these components

are very complicated and require very precise plans and machining. Rick commonly works up to 60 hours per week at his home shop making these critical parts essential to completing the restoration of the A-26.

Rick is an example of someone who works hard, but is not well known because of his extensive work behind the scenes. He is a noteworthy example of the many talented volunteers who help the museum maintain an important subset of our nation's aviation history.



© John Nelson

Rick Elwood being presented with the 2018 Presidential Award by President Dave Ford

**WITH OUR VOLUNTEERS ANYTHING IS POSSIBLE!**



## WITH OUR VOLUNTEERS ANYTHING IS POSSIBLE!

by Jim Mattison

At the January Members Meeting, PCAM's many valuable volunteers were recognized for the dedication and hard work. Sam and Andy Werback were awarded Volunteer of the Year Award. A total of 16,800 hours were reported for 2018. Volunteer Hours Awards were presented as follows:

### 100 HOURS

John Whitehouse  
LeeAnn Sacchi  
Sam Werback

### 300 HOURS

Charley Taylor  
Steve McGough

### 500 HOURS

Greg Ervice  
Mike Maddalena  
Tony Rambonga  
Michael Elliott-Jones

Bob George

### 1000 HOURS

Don Callen  
Rich Lewis  
David Carlson  
Bruce Carpenter  
Ray Smith  
Dave Ford



**Sam and Andy Werback were awarded the Volunteer of the Year Award. Sam is the chief cook and organizer for the WOWC Saturday night Performer and Volunteer Dinner. Andy does odd jobs around the museum.**

### 2000 HOURS

David Kinzie  
Paul Doto  
Mike George  
Mark Fajardin  
Michael Hart  
Tom Chauncy  
Andy Werback

### 3000 HOURS

Alan Chensvold

### 4000 HOURS

Michael Lynch  
Judy Knaute  
Carol Lawson

Jim Mattison

### 5000 HOURS

Tony Bassignani  
Rick Elwood

### 10000 HOURS

Duane Coppock  
**12,000**

Larry Rengstorf



A few more photos of our fabulous volunteers hard at work readying the new Gift Shop



© Larry Rengstorf



© Larry Rengstorf

## Wings Over Wine Country goes World-Wide!

by Andy Werback

Rick Elwood has been pushing the British aviation magazine, FlyPast, to publish an article about Pacific Coast Air Museum's Wings Over Wine Country Airshow. This year, they finally did it! We have a two page article with some very nice pictures in the January 2019 issue. Highlighted is Steve Penning and Phil Gattuso's Douglas A-26 Invader, Sweet Eloise. (See the Red Baron Flyer article - Fall 2018 issue).

**Thank you, Rick!** The magazine is available at the Barnes and Noble in Santa Rosa, and there is a copy in the PCAM break room. FlyPast highlights any number of exciting aviation projects, restorations, updates and news on museums and airshows.



You can also check out their website at:

<https://flypast.keypublishing.com/the-magazine/view-issue/?issueID=7581> ★





## WITH OUR VOLUNTEERS ANYTHING IS POSSIBLE!

### SUNRISE VILLA (SONOMA) SENIORS VISIT PCAM

On Thursday January 24th, 12 Sunrise Villa senior residents and 4 staff visited PCAM. They were provided personal tours by PCAM volunteer docents, and shared their catered lunch with all.

The seniors included 4 WWII/Korean war veterans, including a gunner who served on an A-20. As the group were told about the history of PCAM's A-26, he provided an interesting comparison between the A-26 and his A-20.

Craig Matsueda, retired Air Force veteran, generously provided free entertainment for the group, while 2 of the more adventurous seniors danced and sang along with Craig. Craig often plays for free at retirement facilities, and engages his audience in sing alongs of popular music of their generation.

A good time was had by all thanks to the hard working docents who gave special attention to every detail and every person. Our volunteer docents included:

Jim Mattison	Tony Bassignani
Greg Ervice	Paul Doto
Michael Elliott-Jones	Andy Werback
Rick Elwood	LeeAnn Sacchi
Barney Hagen	Gary Cassasa
Dan Widger	Duane Coppock

A special thank you to Sonoma Jet Center for again lending PCAM their 6 person golf cart used to transport the seniors around all of PCAM's static displays. And, a special thank you to Mike and Steve in the Gift Shop for their hospitality to the vets who visited the Gift Shop and museum and to Steve for playing the video clip of "It's a Mad, Mad, Mad, Mad World" showing the Beechcraft fly through the Butler Hangar to the delight of the seniors. ★

**THANK YOU VOLUNTEERS & DOCENTS!  
WE COULDN'T DO IT WITHOUT YOU!**

Sunrise Seniors with Craig Matsueda and PCAM docents



Sunrise Seniors and Staff



Bert & Jean dancing while Craig entertained

## **Volunteer Hours Reminder**

by Jim Mattison

Please submit your hours to Jim Mattison via email [jmatti@sonic.net](mailto:jmatti@sonic.net) , via the logbooks or via the online reporting system at <https://form.jotform.com/PCAM/pcam-volunteer-time-sheet>.

I would like to thank all the new volunteers who came aboard in 2018. We appreciate your commitment to the success of Pacific Coast Air Museum.

2019 will be an exciting year for the museum and will bring forth many opportunities for volunteer involvement. We encourage members both old and new to contribute their talents to the growth of the museum.

Need suggestions for helping out? Take a look below or at the signup for ideas: <https://goo.gl/TkBCy6>

## **VOLUNTEERS NEEDED**

Your Museum really needs your help! We know you have an interest in the on-going success of the Museum so please come on out and join us for some fun. We have opportunities for everyone with every skill level. We are looking for volunteers in the following areas:

Administrative  
Newsletter Editor  
Docents for Museum Tours and Parties  
Events (of which there are many!)  
Hot Dog Thursday  
Wings Over Wine Country Air Show  
Carpentry Skills  
Gift Shop  
Yard Maintenance  
Help with our move  
And, many more! ★

### **Friday Field Trip/Tour Coordinator**

We are seeking a person to take the lead for Friday field-trips and tours. This will include communicating with the school group or tour leader. The coordinator will greet the group upon arrival and conduct a safety briefing prior to turning them over to the docents. At the conclusion of the field trip/tour the coordinator should thank the group for visiting and encourage their return. ★

**THANK YOU TO PCAM'S FABULOUS VOLUNTEERS!  
WE COULDN'T DO IT WITHOUT YOU!**



## Open Cockpit Weekend February 16 and 17

### DC-6 Airliner Cockpit



**Look inside** this vintage aircraft, and learn about its history from the crew .

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 air-

lines, 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.

MSN 44087 rolled off the Douglas Aircraft Company assembly line on Oct. 14, 1953 for delivery to Swissair who flew the aircraft on its international routes. We have pictures of this aircraft at the old Tokyo Haneda International Airport.

Sept 1962	Swissair leased the aircraft to Finlantic
Jan 1964	Returned to Swissair in May 1963 and sold to Olympic Airways
Aug 1972	Concare Aviation of Canada acquired the aircraft and converted it to a forest fire tanker
May 1973	Sold to Conair Aviation
June 1973	Sold to Rosenbalm Aviation
Mar 1975	Sold Tanker 46, as the aircraft was now known, to Sis-Q Flying Service
May 1985	Macavia International Corp. acquired tanker 46

Sometime between then and 1991 the aircraft was parked and stored at Santa Rosa. It then was sold to several aircraft brokers, but not flown. In Dec. 1997 the aircraft was broken up and sold for scrap with the exception of the cockpit section which was saved. It sat out exposed to the weather for many years and was in bad shape. Vandals and souvenir hunters had removed most of the instruments, lights, etc.

The **Pacific Coast Air Museum** acquired the cockpit section and from 1997 to 2002 Larry Rengstorf served as Crew Chief. During that time, Larry was successful in restoring most of the cockpit to almost display condition. We have found it difficult to find replacements for the missing parts, but work continues as equipment becomes available.

Find out more about the [DC-6](#). ★

## Shopping at PCAM Gift Shop

The Gift Shop is open during our transition! Please bring your family and friends and come in to shop, then take a ride in our fabulous recently updated virtual reality sim. We stock our shelves full of great aviation-themed items calculated to please anyone with a love of airplanes -- from armchair aviators to seasoned scud-runners. And you might just find something here for yourself. Some of our items include:

Scale Die-cast aircraft models	Shirts: tees, long-sleeve, polos
Baseball and Golf-style hats	Jackets, including kids' sizes
Aircraft-themed toys, including flying toys	Artwork
DVDs	Books
Mugs and glasses	Stickers & patches

And more!

Remember, Valentine Day is just around the corner so stop in and find something special for that very special Valentine in your life!



PCAM's Gift Shop is staffed by a wonderful group of dedicated volunteers! The Gift Shop is open Wednesday through Sunday, 10:00 to 4:00. Be sure to stop in and say hello. ★



## Shop and Give! (a reminder)

by CJ Stephens

Please remember if you shop on-line, go to Amazon, sign in and there is a flag that allows each of us to click on "Amazon Smile". We are registered as a non-profit 501(c)(3) corporation with Amazon. Once you do this it will ask you if you want to use "Amazon Smile" every time you sign into Amazon. If you click yes at each sign in, a percentage of each purchase will accumulate and at year's end will be paid to PCAM. The percentage is low but if many of us do this it will add up as end of year income.

Be sure to pass the word to others. ★



# February 2019

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					<b>1</b>	<b>2</b> <i>Groundhog Day</i>
<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>
<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b> <i>6:00 –8:00 pm Board Meeting</i>	<b>14</b> <i>Valentine Day</i>	<b>15</b>	<b>16</b> <i>Airliners DC-6 Nose Section</i>
<b>17</b> <i>Airliners DC-6 Nose Section</i>	<b>18</b> <i>Presidents' Day</i>	<b>19</b>	<b>20</b> <i>6:00 pm WOWC Mtg.  7:00 pm Gen. Member Mtg.</i>	<b>21</b>	<b>22</b>	<b>23</b>
<b>24</b>	<b>25</b>	<b>26</b>	<b>27</b>	<b>28</b>		

## Classified Ads

**Wanted** – Aircraft VHF handheld radio, must be working, but can have bad battery. Replacement for one lost in the fire. Please contact Bob Matreci [rjm5678@msn.com](mailto:rjm5678@msn.com) 707.291.5472

**For sale** - Looking for Good Home – Large Scale P-51 available immediately. It's a little dinged up, but the basic construction of steel, foam and fiberglass just needs a little work. This creation was visible from I-80 in Rocklin for many years, and was modeled after WWII pilot Chuck Yeager's P-51. Minimum offer—\$1,900. Please contact Larry Rengstorf at 707 575 0331, or the Museum at 575 7900.



## MISSING

Large Rubbermaid-type container containing aprons and tablecloths for the President's Club. The aprons are black fabric embroidered with the words "President's Club" and there are many large tablecloths in different colors. Diligent search of all the storage lockers at the Gun Club has been made so they've apparently been stored elsewhere. Please contact Mike Voorhees at 707-888-2900 if you know where they're stored. Many thanks.

**For sale** – B-2 Aircraft Maintenance stand – Hydraulic – 156" to 240"; Platform height; Wt-1275 lbs, Length-168", Width-120". Available at STS Airport Calif - Make offer.



**For Sale** – B-12 Engine Change Hoist Electric – 28 Volt DC or Hand crank. Heavy Lift. ½ inch steel cable – not strength tested recently. Available at STS airport Calif - Make offer.



Please contact Larry Rengstorf for the Aircraft Maintenance stand and the Engine Change Hoist at 707 575 0331, or the Museum at 575 7900.



## 2019 OPEN COCKPIT WEEKENDS

January	No Events Scheduled
February 16-17	Airliners DC-6 Nose Section
March 16-17	Vertical Lift H-34 Choctaw Helicopter, UH-1 Huey
April 20-21	Top Gun Weekend, F-14 Tomcat, F-16 Viper, F-5 Tiger
May 18-19	Supersonic Weekend, T-38 Talon, F-4C Phantom II, F-106 Delta Dart, Blue Angels Cockpit
June 15-16	Vertical Flight, AV-8C Harrier
July 20-21	Korean War Weekend, A-26 Invader, F86H Sabre, RF-86F Reconnaissance Sabre, F-84 Thunderstreak
August 17-18	Vietnam War
September 28-29	Wings Over Wine Country Air Show
October 19-20	Russians vs the US Coast Guard, Ilyushin IL-14 "Crate" vs HU-16E Albatross
November 16-17	Trainer Weekend, T-37 Tweet, T-33 T-Bird, T-38 Talon
December 14	Santa Claus Fly-In (Saturday Only)



**GIANT HOT DOG, CHIPS, AND SODA**

**ALL FOR \$5.00 OR 2 DOGS FOR \$8.00**

AND CHILI AND CONDIMENTS FOR THE DOG ARE FREE,  
BUT A CHARGE IS MADE FOR ICE CREAM DESERTS.

**11:30 AM TILL 1:15 PM**

**MARK YOUR CALENDAR  
SO YOU DON'T FORGET TO HAVE PATIO LUNCHESES AT THE  
PACIFIC COAST AIR MUSEUM**

**ONE AIR MUSEUM WAY, OFF BECKER BLVD  
SANTA ROSA, CA 707 575 7900**

**2019 Hot Dog Thursday Dates:  
April 4, May 2, June 6, July 11 (not the 4<sup>th</sup>)  
August 1, September 5 and October 3.**

## 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 an article or use any of the content, please call 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 at the above address. Visit our web site at [www.pacificcoastairmuseum.org](http://www.pacificcoastairmuseum.org) or call 707-575-7900 for more Information.

## Board of Directors

Chris Brown 707-695-8261

Lynn Hunt 707-235-2552

Dana Johnson 707-545-3177

Jim Joyce 707-280-7043

Kristina Keck 707-494-9280

Chuck Root 707-576-1313

## Officers

### President

W. David Ford 707-544-4437

### Vice President

Andy Werback 707-823-5616

### Chief Financial Officer

Nancy Heath 707-477-4307

### Secretary

Kristina Keck 707 494 9280

## Board Emeritus

### Immediate Past President

C.J. Stephens 707-799-2878

## Ex-Officio Bd. Members

### Interim Director of Museum Operations

Dana Johnson 707-545-3177

### Controller

Judy Knaute 707-545-7447

## Valuable Assets

### Administrative Assistant

Duane Coppock 707-575-7900

### Gift Shop Manager

Mike Lynch 707-575-7900

### Planned Giving

Barbara Beedon 707-695-3683

### Party/Event Concierge

LeeAnn Sacchi 707-575-7900 x4

## Project Coordinators

### Aircraft & Assets

Lynn Hunt 707-235-2552

### Flight Wing

Lynn Hunt 707-235-2552

### Marketing

Dana Johnson 707-545-3177

### Volunteer Coordinator

Jim Mattison 707-291-4719

(Saturday - Thursday)

### Air Show Director

Nancy Heath 707-477-4307

### Vol. Coordinator: Air Show

Open Position

### Education

Charley Taylor 707-477-0061

### Safety & Security Officer

Dan Widger 707-338-3946

### Exhibits

Open Position

### Guest Speaker Coordinator

Bob Matreci 707-291-5472

### PCAM Development Chair

Doug Clay 925-997-2774

### Office Manager

Dave Kinzie 415-279-8759

### Membership Records

Open Position

### Sunshine & Sympathy

Open Position

### Oral History Program & PCAM Photographer

John Nelson 707-239-1002

### Communications

Dana Johnson 707-545-3177

### Website Administrator

Peter Loughlin 707-704-6498

### PCAM YouTube Video Channel

<http://www.youtube.com/user/PCAMvideos>



**SAVE THE DATE:**

**Open Cockpit Weekend: February 16-17**

Airliners DC-6 Nose Section

**Open Cockpit Weekend: March 16-17**

Vertical Lift H-34 Choctaw  
Helicopter, UH-1 Huey

**Hot Dog Thursday begins April 4th!**

**General Member Meeting :**

*Wednesday, February 20th 7:00 pm*

**Stay tuned for the Full**

**2019 Calendar of Events**

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 early Fall, and special events like car shows, guest lecturers, and more!

**THANK YOU VOLUNTEERS, SPONSORS  
AND DONORS!  
WE COULDN'T DO IT WITHOUT YOU!**