



STRAIGHT SCOOP

PACIFIC COAST AIR MUSEUM

Apr - Jun 2022

President's Message

Greetings,

It's hard to believe that March is gone already. We have been fortunate for the steady flow of visitors over this unusually warm winter, and over the past couple of months the ground improvement projects have continued. The new flag pole pad is about to be poured by Hangar 2, new aircraft information signage is in the works, and the building/parking lot remodel has fired back up, with talks and meetings being scheduled. Hot Dog Thursday is gearing up to start this month, among other events being planned throughout the year. There was a crew chief meeting to rally the crews to get aircraft cleaned and long overdue maintenance performed. Soon there will be two new acquisitions on the premises: A F/A-18 Hornet and a beautifully restored and flying Interstate L-6 Grasshopper.

This is just the start of what's going to be a great year for PCAM.

Chris Brown
President

Editor's Note

Introducing PCAM History, a new column for the "Straight Scoop." Many members probably do not know that the first PCAM newsletter, a quarterly publication produced by Dale Miller called "As The Prop Turns", captured PCAM history. Lynn Hunt wrote the *President's Message* back then. Dana Hunt and I will make these newsletters available on the museum website. It is a fascinating history. I start by summarizing a story or two reported in "As The Prop Turns" from 1992.

PCAM History: 30 Years Ago

By Dave Carlson

The year 1992 was a watershed year for PCAM and for Sonoma County aviation. The efforts to formally organize the founding group of aviation enthusiasts as a non-profit entity dedicated to educating the public were finally completed. PCAM at this time did not have any agreement from STS on where it might display historical aircraft for public viewing, nor did it have any aircraft. It didn't even have a gift shop. In the inception years, PCAM held annual "open houses" to which the public was invited to view fly-in antique and classic aircraft.

The aircraft were parked in the "Nob Hill" area of STS hangars just west of the current gift shop/entrance. This was way before 2001, so access to the area was much different. Now, of course, the area is locked and fenced off to anyone without an AOA badge.

In February 1992, local aviation enthusiasts held an impromptu event/fly-in at the Santa Rosa Air Center, also known as "the old Naval Airbase." This airfield was in Santa Rosa just south of Sebastopol Road and west of Stony Point Road. One can access the satellite view of this area on Google Maps, and still see the two runways, though they are somewhat covered over by buildings. The Air Center event on Saturday, February 29 (imagine that, Leap Day!), and Sunday, March 1, 1992, was dubbed "The Last Air Show," because the Santa Rosa Air Center closed for good shortly thereafter and the property was sold to corporate and residential developers.

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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."

PCAM History (continued)

Also that year, PCAM rented a “dope and fabric” turned fiberglass work building owned by the airport. Russ Etchell and other members did a lot of the hard work remodeling the building that now houses the gift shop and display area. This was the first building that could be called PCAM. The museum still had no aircraft to display, but that would soon change (see story of A-26 acquisition in this edition.)

Finally, PCAM participated in the Santa Rosa Rose Parade. PCAM’s entry was a flight-worthy Hawker Sea Fury owned by Lloyd Hamilton (Number 16-Baby Gorilla, flown at the Reno Air Races). It was towed across 101 to Old Redwood Highway and then to the parade staging area. Sheriff Ron Dryer, a PCAM member, led the towing. Due to a motorist incident, the towbar broke. With Steve Penning in the cockpit, it was decided to start the engine and taxi the big plane to the side of Mendocino Avenue to await a new towbar. This must have been some sight!

It’s pretty impressive today to think that such a thing could be done. It was a most popular parade item, and a great idea, despite the near-miss event with a motorist. I think it would be nearly impossible do such a thing in today’s world. So hats off to all those folks who made this happen in 1992: Jason Piloni, Dave De Witt, AJ Perez, Lynn Hunt, Lori and Steve Penning, Camy and Jessica Etchell, Jim Long, Phil Gattuso. My apologies to those I might have missed.

More PCAM history stories in the next issue of “Straight Scoop.”.

Recent Events

Home Run Pizza Event

By Kathie Morgan

Tuesday, March 15, was Pizza Day, and for a very good cause. From 3 to 8 pm, Homerun Pizza in the Larkfield Shopping Center hosted a fundraiser for the Pacific Coast Air Museum. We benefitted from their “Giving Tuesday” program in which, once a month, a share of the proceeds from a given day go to support a local non-profit organization in Sonoma County. It’s Homerun’s way of giving back to the community.

In March we were fortunate to be the chosen non-profit. Janet Doto, David Kinzie, and Prisca Waltenspiel ran two raffles at the entrance which netted us about \$400, according to Dana Hunt. Raffle winners were Jim Cook and Derlin German, who both won wine baskets; Ken (last name not given) who won the kid’s toy basket; and Vic McKnight, who won the coveted ride in a T-28 Trojan!

The fundraiser has ended, but let’s not forget Homerun’s kindness. The restaurant’s menu offers something for everyone with an appetite, including savory homemade pizzas, intriguing sandwiches, breadsticks, and their famous Knuckleball appetizer.



484 Larkfield Center
Santa Rosa
707-527-6600
in the corner behind Exchange Bank



VIPs (left to right) Dana Hunt, Chris Brown, Lynn Hunt



David Ford manned the door while David Kinzie and Prisca Waltenspiel sold raffle tickets to happy diners

Display Preservation

The A-26 Invader Story

By Dave Carlson

City of Santa Rosa is the name painted on the nose area of a rather large twin-radial-engine aircraft parked in the Butler Hangar area of the Pacific Coast Air Museum. It is the first display aircraft to be actually owned by the museum. The story of its acquisition and almost continuous refurbishment is a fascinating one. It's a story told in a 1992 edition of "As The Prop Turns," by those who managed to get the aircraft (in parts) to the newly hatched Pacific Coast Air Museum. Those who continue to bring it to life contributed greatly, especially Michael Elliot-Jones, who compiled all the information for this article. Thank you very very much, Michael.

So, where to start? We begin with the acquisition in 1992. Lynn Hunt, CJ Stephens, Larry Rengstorf, Steve Penning, and 14 others were founding members of PCAM, founded in 1989. It was a museum without display aircraft but with plenty of ideas.

Lynn Hunt tells us: *Denny Lynch had a long history of operating A-26s as air tankers out of Billings, Montana. When Denny decided to retire he advertised several of his A-26s for sale. I flew up to Billings with Harvey Denton to look them over and also survey his parts. The air tankers were a little on the ragged side and had undergone several modifications, such as cuffed leading edges to improve their performance as air tankers. Most had been sitting for quite a while, but I was actually able to fly one with Denny. I was amazed by their performance.*

While there, we took note of a fuselage and some other components sitting out in a field. Denny said he would sell us that airframe for \$40K. At about the same time we were just starting PCAM but the museum didn't have any aircraft. When the topic came up at one of our meetings, news of the engineless A-26 came up. Enter once more our life saver in the form of Russ Etchell.

To Russ it was simple. All we needed to do was find ten people who would loan the museum \$4K apiece. We were very confident of our ability to pay them all back but it would take some time. Russ started making the rounds and in no time had raised the money. Local trucks were dispatched and soon we had ourselves our first airplane.



The A-26 fuselage arrives at PCAM 1992

We sent a contingent up there to Billings to load it, and shortly after it was sitting on the ramp on Nob Hill. There was a flurry of interest and activity to restore it to static display.

Many of our A-26 parts came from a hulk located down at PIMA Air Museum in Tucson. A friend of the museum, Jack Basler, had purchased that hulk for the purpose of stripping off several parts he needed for his own restoration of an A-26. He was generous enough to donate the left-overs to PCAM..



The work begins. In the center of this picture are the four attachment points for the starboard wing. Two volunteers are busy inside and behind the wing root. Because of damage to several parts in this area, rebuilding was required, especially for the attachment points for the main landing gear struts, and other parts interior to the nacelle and wing. This appears to date around 1994. In the background is the A-6E Intruder from the U. S. Navy and an Ilyushin IL-14 still wearing its Soviet Air Force star.

The A-26 Invader Story (continued)

Ron Stout tells us: *Parts were acquired from Basler's hulk in Tucson. I'd say sometime about 2003-2004. I started working on the A-26 in about September/October 2001. Jack Basler had his plane at STS, and I don't remember who contacted who first.*

The deal was that I'd go to Tucson with a second P/U and trailer and we brought back both nacelles. In exchange, we got all of the parts aft of the aft spar. It started a great relationship that benefitted PCAM and our A-26. (BTW, Walt Clark loaned me his brand new P/U and trailer for the run!)



Lots of progress. Wings mounted, plane is on its landing gear. The rear nacelle parts from Tucson and main gear doors are in place. Bombardier's compartment fittings to take the glass nose are partially installed, and an engine is being prepared to mount. In a later photo, this engine is mounted, and a partial engine – no cylinders, pistons, rods, heads etc. – is mounted on the RH side

Work between the years 2000 and 2005 largely consisted of assembling many of the aircraft parts acquired, and fabricating those parts that were missing, especially in the cockpit. Long-time volunteer Rick Elwood is responsible for much of the authentic appearance of PCAM's A-26 including fabrication, as he is responsible for making many of the missing and broken parts.

Ron Stout says: *While I had joined PCAM in 2001, most of my time had been spent on the F-16. A move to help with the A-26 would have been a year or two later. Mounting the engines was the first thing that I did. I contacted Dale, who brought the Aerocrafter's crane truck, and we mounted the engines on Friday evening with Alan Davilla, Sterling May, Bill Carpentier and my brother, Richard. The museum had one complete engine and one that was just the block, crank and connecting rods. Jack Basler gave us a really complete engine that had seized on a test run-up, so it included virtually all the parts – block, pistons, rods, oil, ignition, fuel, water, and the hardware to attach the engine to the wing.*

When PCAM's A-26 was assembled, neither rudder nor elevators had usable fabric. Luckily, two volunteers, Bob Gutteridge and Andy Werback, had experience with applying fabric to aircraft. First, Bob did the rudder, and a year or so later the elevators and ailerons were done.



Ron Stout, Andy Werback and others installing the finished elevator on the plane.



The nearly finished product. Five plus years from acquiring parts to a display aircraft! Just in time for PCAM's Wings Over Wine Country Air Show. It was a huge effort by many air museum volunteers, but what a payoff!

Recognition

PCAM Volunteer Awards

As an all-volunteer organization, the time contributions of our volunteers are more valuable than gold or – dare I say – gasoline. At PCAM's February membership meeting, former Volunteer Coordinator Jim Mattison recognized those volunteers who have donated their valuable time to do all those various tasks that keep the museum running. Hours are cumulative. As of December 2021 a total of 224,259 hours had been logged.

13,000-hour Award

Larry Rengstorf 13,162 hours

10,000-hour Award

Rick Elwood 10,203.5 hours

7,000-hour Award

Robin Dotti 7,603 hours

6,000-hour Award

Tony Bassignani 6,450.5 hours

5,000-hour Award

Jim Mattison 5,165 hours

4,000-hour Award

David Kinzie 4,654 hours

3,000-hour Award

Paul Doto 3,097 hours

2,000-hour Award

Janet Doto 2,540 hours
Billy Kerkof 2,554.5 hours
Bob Matreci 2,612 hours

1,000-hour Award

Michael Elliot-Jones 1,158 hours
Greg Ervice 1,112 hours
Steve McGough 1,151 hours
Justin Rains 1,191 hours

500-hour Award

Paul Heck 600 hours

300-hour Award

John Whitehouse 368 hours

200-hour Award

Dino Boito 245 hours
Gary Greenough 256 hours

100-hour Award

Loren Cooper 147 hours
Rachel Foreman 114 hours
Prisca Waltenspiel 166 hours

New volunteers

Steve Brenner 36 hours
Kathie Morgan 67 hours
Michael Von der Porten 20 hours



Justin Rains and Jim Mattison



Justin Rains



Tony Bassignani

What is Museum Swap Weekend?

by Chris Brown

Ever thought about visiting one of our neighboring museums or art centers?

The very first Museum Swap Weekend is planned for May 21 and 22. The participating museums, including PCAM, will allow members to enter their museum for free, up to four people with the showing of a current membership card. We hope this will allow us to get new members who might not otherwise have known about us.

The following organizations are participating:

California Indian Museum and Cultural Center
Charles M Schulz Museum and Research Center
Children's Museum of Sonoma County
Luther Burbank Home and Gardens
Museum of Sonoma County
Pacific Coast Air Museum
Petaluma Arts Center
Petaluma Historical Library/Museum
Sebastopol Center for the Arts
Sonoma Valley Museum of Art

Veteran History Project

By The Oral History Team

Thanks to the continuing generosity of former US Capitol Police Chief Steven Sund, the Oral History Team was recently able to acquire and present American flags flown over the United States Capitol Building to four worthy WWII veterans. The team was joined by former PCAM Vice-President Andy Werback and former PCAM President David Ford who each made one presentation, and by Steve Sund who made the other two.

Two of the flags presented had been flown on Veteran's Day, November 11, 2021. Andy Werback did the honor of presenting one of these flags and a certificate of authenticity to Richard Lowell Sharp. Centenarian Sharp flew 32 B-29 bombing missions from Tinian Island with the US Army Air Corps, 20th Air Force in the Pacific Theater. His exemplary service was recognized with two Distinguished Flying Crosses and six Air Medals. Sharp will turn 101 on March 11.

David Ford presented the second flag flown on November 11 to 100-year-old Roy Ricci. He acknowledged Ricci's contributions as a Staff Sergeant while serving with the 420th Army Air Force in the China, Burma, and India (CBI) Campaigns, and on Tinian Island. Ricci proudly wore a sweatshirt celebrating his noteworthy age.

The other two flags were flown over the US Capitol Building on February 7, 2022. Both were presented by Steven Sund, who was in Santa Rosa on February 15. The first of those was earmarked for George Jacovides, who served in the US Merchant Marines, delivering ammunitions to the Normandy beachheads. Unfortunately Jacovides had to be rushed to the emergency room that morning, so Steve presented the flag and certificate to Jacovides's daughters Joanne and Kathy. The team has since learned that, fortunately, Jacovides returned home two days later and is recovering.

The last flag was presented to William Stiles. William served in the US Navy from 1941 until 1945, serving on both the USS *Hinsdale* and the USS *Charleston*. While supporting the Marine invasion of Iwo Jima, Stiles witnessed both the original American flag raising on Mt Suribachi and its reenactment. While later helping to clear the caves of Japanese soldiers, he stepped on a booby-trapped grenade and suffered serious injuries.

The PCAM Oral History Team is proud to continue to play a part in honoring veterans of the "Greatest Generation" who selflessly served our nation during WWII.



Richard (Dick) Lowell Sharp and Andy Werback



David Ford and Roy Ricci



Kathy and Joanne Jacovides and Steve Sund



Bill Stiles, Linda (daughter), Nancy Sandborn, Steve Sund

Richard Sharp photo - taken by Tom Berto

Roy Ricci photo - taken by John Nelson

George Jacovides family photo - taken by Nancy Sandborn

William Stiles photo - taken by Carol Lawson

Adventure in the Sky by Kathie Morgan

My plane sliced through the clouds with one wing pointing up and the other down. It was up to me to straighten it out. That was when I forgot how to fly.

Nothing bad happened. What could go wrong? I was already quite high, very high indeed, but still believing I needed altitude to clear the mountains that separated me from Las Vegas. I shunned the temptation to roll it over, what with my stomach already telling me to straighten up and fly right.

Still I'm curious. Would I have crashed? Or had to eject? Could I have landed that plane somewhere in bustling Vegas? Is the legendary "Strip" actually an air strip?

On a blustery November weekend, the hosts at the air museum were expecting a large group of people in to ride the flight simulator. New to PCAM, I asked if I could watch. Next thing I knew I was ascending the ladder for my own flight. I had no idea!

You choose the plane and maybe the locale, but being new to it all I had no preference. My guide set me up and showed me the joy stick, aka the terror stick. He got me off the ground and warned me to watch my instruments. No can do, Buddy! I have to watch where I'm going, lest I get sideways in space.

I worried that I might graze the mountains while trying to get close enough to see if the body of water below me were Lake Mead or Lake Havasu. My guide assured me that I had plenty of altitude.

Somehow, in my haste to get airborne, I had failed to choose a happy ending. I can't remember my other options, but I had been offered a chance to bail out. I now wish I had taken it. As it was, my flight ended ignominiously when at my request, my guide turned off the simulator.

I wish my late friend Darrel Shumard had described his own adventure in greater detail. All he told me about his simulated flight was that he "crashed and burned."

That's the flight simulator. It is the most fun you can have in Sonoma County for the price – 10 minutes for a mere \$5. You can do it only when someone is there to run the equipment, so call 707/575-7900 before heading out. Don't be surprised to see me standing in line ahead of you.

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>





Board of Directors

President

Chris Brown 707-695-8261
cb_custom@yahoo.com

Vice President

Dana Hunt 707-540-5758
albaviper44@yahoo.com

Board Members

Tony Bassingnani 707-575-7900
tpbass2@comcast.net

Janet Doto 707-575-7900
eventsdirector20@gmail.com

Greg Ervice 619-980-1450
greg1sd@gmail.com

Mark Fajardin 707-477-0377
fajardin@sonic.net

Gary Greenough 707-484-6400
gmgreenough@aol.com

Sarah Kerkhof 707-322-7848
effdash14@gmail

Brent Mone' 707-575-7900
isfp@comcast.net

CFO

Nancy Heath

Valuable Assets

Administrative Assistant
Open Position

Gift Shop Manager

Alan Chensvold 707-575-7900

Planned Giving

To be Determined

Project Coordinators

Aircraft & Assets

To be Determined

Docent Coordinator

Greg Ervice 619-980-1450
Greg1sd@gmail.com

Education Chair

Charley Taylor 707-477-0061
cjtaylor@earthlink.net

Event Director

Janet Doto 707-579-7900
eventsdirector20@gmail.com

Exhibits

To be Determined

Facilities

Tony Bassingnani 707-575-7900

Flight Wing

Lynn Hunt
aero7550@sonic.net

Guest Speaker Coordinator

Bob Matreci
Rjm5678@msn.com

Marketing

Doug Clay 925-997-2774
dougclay@gmail.com

Newsletter Editor

Dave Carlson
pcamnewsletter@gmail.com

Officer Manager

David Kinzie 707-575-7900
admin@pacificcoastairmuseum.org

Oral History Program

John Nelson
Carol Lawson
Nancy Sanborn

PCAM Photographer

John Nelson

PCAM YouTube Video Channel

Social Media

Facebook Administrator

Dana Hunt 707-540-5758
Albaviper44@yahoo.com

Public Information Officer

Gary Greenough 707-484-6400
gmgreenough@aol.com

Safety & Security Officer

Dan Widger 707-575-7900

Veterans Coordinator

Carol Lawson
Kathie Morgan

Volunteer Coordinator

Open Position

Website Administrator

OptiRev LLC
Local contact:
Dana Hunt 707-540-5758
Albaviper44@yahoo.com

Dates to Remember

Member Meetings

April 20, 2022
May 18, 2022
June 15, 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.

Hot Dog Thursday is back!!!

HOT DOG THURSDAY



On the **FIRST Thursday of the Month**

APRIL 7, MAY 5, JUNE 2, JULY 7, AUG 4, SEPT 1, OCT 6



Hot Dog or Polish Dog, Chips and Soda
all for **\$7.00** or Double Dogs for \$10.00

Condiments for the dog are free
Ice cream available at additional cost.

11:30 am to 1:30 pm
Mark your Calendar

Join us in our Historic Butler Aircraft Hangar

PACIFIC COAST AIR MUSEUM

One Air Museum Way, off Becker Boulevard
Santa Rosa, CA

707-575-7900 PacificCoastAirMuseum.org

The paperwork's been done.

The permits are in place.

We're ready to go.

The first Hot Dog Thursday for 2022
is April 7.