PACIFIC COAST AIR MUSEUM

STRAIGHT SCOOP

Oct - Dec 2022

President's Message

Greetings,
It has been a busy summer around PCAM, with private events, photoshoots, Hot Dog Thursdays, Recognition of Vietnam Era Veterans, Area 52 clean-up, and painting of two aircraft with a third just starting preparation in the Butler Hangar. We had a great Top Gun Weekend with the unveiling of our F/A-18 Hornet, and as of recently, a very successful Wheels and Wings car show last weekend.

Things are still progressing with finalizing our move to the old Dragonfly building. I've had a few meetings with the airport management for approval on items to move things further along with the Sonoma County Permit and Resource Management Department (PRMD) and we have received updated work proposals for the parking lot and ADA compliance requirements. We're working on getting the proper documents to send to the FAA for approval, then we can get final airport approval. A lot of work still needs to take place, and fundraising is crucial in achieving our goals. We're looking forward to this fall and to our Aviation Flea Market on November 12. Thank you to all our hard-working volunteers.

Chris Brown

PCAM History: Glasair I RG N149LF

By Larry Ford

I never thought I would build a real airplane. I had attended EAA Chapter 124 board meetings at various members' houses, and there were always intricate wooden wings behind a sofa waiting to be covered. In the garage were welded steel structures taking shape that were years away from becoming airplanes – maybe even decades. I had nothing but admiration for these artisans who transformed drawings into aircraft in which someday they would fly. I had built scores of static and then flying models in my youth and enjoyed the satisfaction of fashioning these beautiful shapes with my own hands. However, crafting an airplane that I could fly required tenacity and expertise I considered beyond my ability.

In the late 1970's, Burt Rutan spearheaded the mold-less foam, fiberglass-epoxy resin composite technique which revolutionized homebuilding. The designs were brilliant but still involved endless hours of shaping, filling and sanding – repeatedly. No way.

When Tom Hamilton and Ted Setzer debuted their Glasair at Oskosh in 1980, it was an immediate sensation. It was not just another beautiful plans-built design, it was KIT-made of female molded composite parts much like the Revell plastic models that I assembled as a kid. Nothing to build - just bond it together. I could do that! From the Stoddard-Hamilton advertisement:

- The looks, the performance speak for themselves. The Glasair RG is one of the fastest sport composite kit airplanes in the world today.
- An aircraft that pilots could only dream of before is now a reality.
- The rugged tricycle gear provides superior ground handling even on gravel or grass strips.
- At just 2200 RPM the Glasair RG cruises at 200 MPH getting better than 30 MPG. A superb cross country plane.
- Light responsive controls make aerobatic flight a snap.

It was a two-place, side-by-side, professionally engineered, using a Lycoming O-320. I was hooked! Their projection was 1200 hours to complete. Being skeptical, I increased that to 3000 and believed three and a half years would be more than adequate.

In This Issue

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."

Glasair I RG N149LF (continued)

Nine months later, a 26-foot long plywood crate was offloaded in my driveway and the first step was an inventory of the contents. Along with the gel-coated big parts were lots of steel and aluminum sheet and tubing plus thousands of nuts, bolts, rivets, and hinge stock, plus yards of fiberglass cloth and gallons of vinyl ester resin, the aroma of which soon permeated the garage. Three thick three-ring binders explained each step in detail along with multiple fold-out full size drawings. It began to sink in that this might take a little longer than my initial projection.

Other builders were glad to share their insights regarding multiple "improvements" that I most certainly had to incorporate. Their ingenuity was impressive but the build time expanded to reflect the effort. That is when I stopped tracking my hours. I realized I likely would build only one airplane and I never wanted to regret that I compromised making it the best I could. It would take as long as it would take to achieve my ideal. Every late Sunday night as I closed up my shop, the DJ would sign off with his mantra: "Remember: the Journey is the Goal." I began to mumble that in my sleep.

The journey took twenty years! There were times where I was overwhelmed by the immensity of the project. I was advised by those who had gone before me: "If you can ignore building an airplane and focus on building airplane parts, once you have built enough parts you'll have an airplane." The only catch is that they have to fit together!

The reward is having a magnificent "magic carpet" that is a joy to fly. Gerry, my wife and copilot, has accompanied me to Alaska, Baja Mexico, Catalina Island, Oshkosh, the East Coast, the Southwest, the Southeast and Kittyhawk First Flight Airport. She is number one on my minimum equipment list and has provided endless support getting the project into the air. I have 1,100 hours over the last 18 years creating many memories and friends. Numerous Chapter 124 members have been instrumental in helping with this project. I am particularly indebted to Dwayne Green and Otis Holt for countless hours and expertise. C.J. Stephens performed the first flight and prepared me well for the transition to this complex aircraft. Would I do it again? You bet … in a heartbeat. But next time, I'll take that fast-build kit!

Larry Ford (EAA 137251) retired in 2019 from his dental practice in Sebastopol after a 42-year career. Airplanes have been his passion since he can remember, and he earned his Private Certificate 52 years ago. He is a past president of Experimental Aircraft Association (EAA) Ch. 124 1981-1982 and former vice president of the CAFE Foundation 1981-2016. When asked why his Glasair RG took so long to build he replied, "It turned into a really big tooth!"

Member Meetings

Tales of a Cat Officer: Presentation by Charley Taylor

Charley opened his presentation with a photo of himself in flight deck gear, sporting a red beard. He told the audience that something was not quite right about the photo and he would explain later. Charley flew two Vietnam combat cruises in the A-6A Intruder in Attack Squadron-196 aboard the USS *Enterprise* (CVN-65). After a 27-month tour as an A-6 instructor pilot in Attack Squadron 128 at NAS Whidbey Island, WA, Charley received orders to report for Catapult & Arresting Gear Officer training at NAS Lakehurst NJ, site of the infamous Hindenburg disaster. He would be working in what has been the most dangerous place in aviation, a US Navy aircraft carrier. In December 1975, Charley re-reported as a Catapult and Arresting Gear Officer back aboard the "Big E" home-ported at NAS Alameda.

Charley shared photos of catapult equipment and operations, color-coded flight deck jerseys for the various flight deck duties, and the future of equipment and drones. He also shared stories of some spectacular incidents including an RA-5C Vigilante catapult launch with the plane's centerline fuel tank exiting the bomb bay between the J-75 engines at the rear of the plane and bursting into a wall of flames. He described another RA-5C losing all hydraulics as it taxied over the side and hung in the catwalk, blocking the pilot's view of the landing mirror as the ship recovered 15 airborne planes with no other place to land (Blue Water Ops).

Charley described yet another RA-5C Vigilante preparing to launch while the Big E had two of eight reactors down for routine maintenance. Long story short, the ship could achieve 20 knots of wind over the deck or provide 720 psi steam pressure for a safe Cat launch, but not both. Charley would not launch the plane but that event got him a command appearance with the Captain on the bridge.

Charley described the differences between Fighter Pilots and Attack Pilots in Naval Aviation and some unique salutes that fighter pilots would offer the Cat Officer prior to Catapult shots. He provided his photo in full cowboy attire as he launched the F-14s bound for their home base at the end of a 6-month deployment. Charley also apologized for breaking an honored tradition of speech brevity when he went waaaay too long.

College Eye Task Force: Flying Aboard a USAF Radar "Constellation" in Vietnam
By Ron Bodenmann

The US Navy and the Air Force both used the Lockheed "Constellation" as radar early-warning aircraft beginning early in the 1950s.

In the earliest days of its over twenty-year career, the Navy provided early warning against airborne attack off both coasts of the United States. The Air Force also used the aircraft to supplement the DEW (Distant Early Warning) ground-based radar system designed to detect attack from the north polar region. This was a part of the NORAD "North American Radar Defense" organization of the USAF.

In 1965 the draft was ramping up for the Vietnam war. I was entered into the system and received a high draft number, fairly assuring that I would be drafted into the Army. I decided to enlist in the Air Force. After boot camp at Lackland AFB, Texas and testing, I was accepted into the radar operators school, then conducted at Biloxi, Mississippi. After school, I was assigned to the 552nd wing, 963rd squadron, headquartered at McClellan Air Force Base in Sacramento. There I was trained as a radar operator, flying missions on the EC-121D. We would typically fly missions out over the Pacific from Alaska to San Diego and had contact with Navy "Picket Ships" stationed west off the coast. These missions lasted 8 to 20 hours, a very long time to be riding the "Connie."

I was first deployed to Vietnam in February, 1967 with the crew I was to fly with for at least the next six months. This is me getting a chance to ride the right-hand flight deck "copilot" position for a time. The flight was very long with stops in Hawaii, Wake, Okinawa, the Philippines, Japan, Taiwan, Viet Nam and finally Thailand.

USAF Radar "Constellation" in Vietnam (continued)

Our missions were flown out of Ubon, Udorn and finally Korat Thailand. Our missions started pre-dawn so we could be on station before the F-4 Phantoms and F-105s started their bombing missions north. Here is an F-4 Phantom preparing for a morning takeoff. We flew the "alpha" missions some 30 miles off the coast at a low level from 50 to 300 ft above the ocean. This picture below provides an indication of how low our missions were flown.

USAF Radar "Constellation" in Vietnam (continued)

The low-level mission was designated the "alpha" mission whereby an EC-121D could bounce a signal from its bottom-mounted APS-95 Search radar off the surface of the water and detect aircraft at medium altitudes out to 150 miles. North Vietnam MiGs liked to maintain a high altitude to try to gain some advantage when attacking our bombers. They did not want to descend to low altitude because that advantage would be lost. Also, we were protected by a high fighter cover of F-104's.

There was one occasion, however, when our fighter cover was not present for some reason, and a pair of MiGs decided to try and down a radar plane, which was us. We were aware of the attack and made a "3 minute turn" in a minute to evade. This maneuver caused such shaking in the aircraft that we, in the back, wondered if the aircraft would stay together. This was the closest call and most frightening moment we had flying these missions. This doesn't include many times when we returned to base under emergency conditions. This happened perhaps 10% of the missions we flew.

Here we are returning to Da Nang over the naval supply harbor. I had often had views of the Mekong River as shown here.

Our six months of TDY In-Country, country life and city life, gave us a real sense of a very diverse culture. The pictures below show a man plowing with oxen, and a downtown bar catering to Americans.

USAF Radar "Constellation" in Vietnam (continued)

Here is some of my crew (now passed on) and a view of one position on the aircraft. I'm the one on the far left with the (very valuable) Hawaiian shirt. It was a busy, busy time when we were flying. Not only did we provide enemy aircraft detection and location information to the F-4 and F-105 strike aircraft, we also vectored fuel-starved fighters to the tankers flying at the border. These were critical to getting the fighter-bombers back to base. Another critical service we provided was to warn our fliers of their location close to the Chinese border. This border was not to be crossed and was designated a "red" zone. We had several occasions of red-zone encounters.

Lastly, our Connie was stocked with the means to provide support to emergencies in the South China Sea, including locating and providing life support to any downed airmen and also to ships at sea. On one occasion, we were notified of a grounded "Schooner" and vectored to find this ship. It was not easy to find, but eventually we did it. Here we are deploying a life raft through the rear side door to the folks (an American civilian family) who had grounded the ship.

Here's a few notes about what was inside those Connie radomes:

The Ventral (bottom of the aircraft) radome enclosed the AN/APS-20 search radar shown here on the left. A radar antenna that is long horizontally, produces a fan shaped beam oriented vertically. Rotating this fan shaped beam provided the early detection of enemy aircraft from ground level to at height higher than the Connie's altitude, all around the aircraft.

The Dorsal (topside) antenna housed the AN/APS-45 "height-finder"" radar. The antenna is mechanically "nodded" up and down to provide target altitude information. Unfortunately,on the Connie in Vietnam, this antenna did not work so well and was not used. Therefore, the EC-121 could only provide two dimensional location information, not altitude.

Thank you for letting me tell a bit about working as a radar operator aboard the EC-121D Connie over Vietnam in 1967 and 1968.

Amazon Smiles
By Dana Hunt

Shameless plug time! For those of you sitting at home, as the restless world spins infinitely around the very sun that heats your surroundings, thinking to yourselves that you want to donate more to this beloved Air Museum of ours, look no further than these words before you.

In an age where shopping has moved online and where a particular company, named after one of the largest rivers in the world, floats the largest volume of products out to the masses, you would not be shocked to find out this company also deals in donations. Introducing Amazon Smile, the one-stop shop for all your shopping and donating needs. Buy the things you want and donate at the same time!

Flabbergasted yet? I sure was when our very own CFO, Nancy Habout this little gem hiding in the shadows of a large corporation. As simple as adding a favorite stop on your road trip of life, this add-on gives online shopping a little pep in the step.
Signing up is a breeze. A few clicks here and there will get you to the Amazon Smile page where you can select Pacific Coast Air Museum as the non-profit of your choice to donate to. With every purchase you make, Amazon donates a portion to PCAM! Rather than provide a step-by-step tutorial on how to sign up for this worthy addition, I will instead provide a link to a YouTube video: https://youtu.be/qdvuPHgMDEo

If that doesn't work, simply search "Amazon Smile Tutorial" for the fastest results!

PCAM has already generated hundreds of dollars in donations from some of our members who have taken the plunge. They all agree it's a worthy cause.

To help keep things fun, we've come up with a little competition. From now until the end of the year, whoever donates the most through Amazon Smile will get a prize! You may be asking yourself, what kind of prize? All I can say is it will be a sur-prize! So start up those computers and start buying those Christmas gifts early! Disclaimer: Not all products on Amazon are eligible for this service.

Display Preservation

T-38
By Jim Cook

Our T-38 Talon recently got a new environmental protective coating (paint). Looking almost new, our T-38 with new markings stands tall to represent the U.S. Air Force in our aircraft collection. The aircraft was in storage at AMARC (now AMARG, the 309th Aerospace Maintenance and Regeneration Group) in Tucson when PCAM member Bill Canavan and others saw this candidate for the museum. It was being offered through GSA (General Services Administration) to museums before being scrapped. Other aircraft, like our T-37 and T-33, came from the same GSA offer. I and others trucked it up and reassembled it in 2003.

This aircraft was built in 1962 as a supersonic jet trainer. It served mostly at Sheppard AFB Texas with the Euro/NATO training unit. Many of the pilots trained to fly came from European or NATO military units, and this filled a void in their training. As we have seen in the Ukraine conflict, the importance of a trained and coordinated air force in Europe is always important. The Air Force is still flying the T-38 Talon but they have upgraded to glass cockpits to keep the new pilots training with the best stuff.

Over the last 20 years at the museum, the original paint needed to be redone. Corrosion also had taken a toll in the engine nacelle areas. The magnesium had corroded into holes that had to be patched, and Crew Chief Rick Elwood had to make some belly panels. Restoration became a board priority after Dana Hunt pressure-washed it last year. Barney Hagen got the markings documented and Lynn Hunt had a screwing party (putting in missing screws). I sanded the aircraft with the intent to make it look as smooth as new.

The PCAM Team applied new finish this spring. Hawley's Paint donated the paint. Our T-38 Talon looks pretty good for a 60-year-old jet that trained the best pilots in the world to go supersonic.

Jet Engine Display
By Dave Carlson

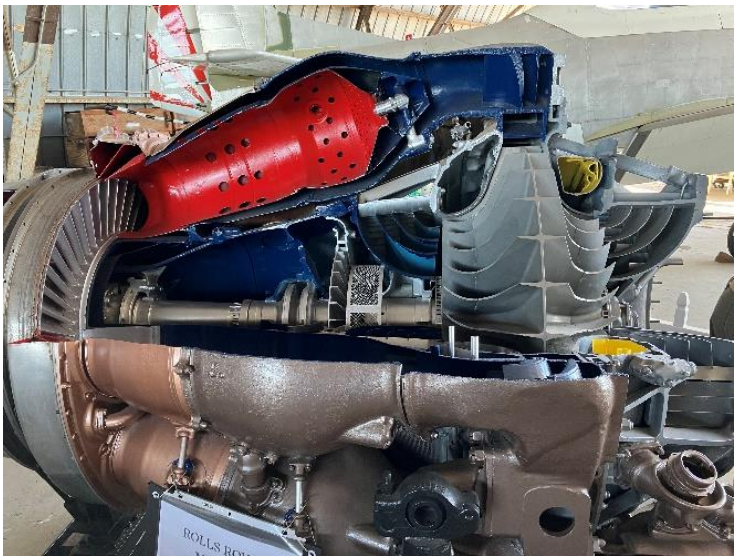
Ever notice the jet engines we have on display at the museum? Notice how they seem to be magically looking shinier, brighter, and more colorful than ever? Well, we have our intrepid spiffying-up crew – led once again by Jim Mattison.

Jim Mattison (center), Tony Bassignani (left), and Justin Rains, the folks who refurbished almost all of the museum's jet engine displays. Hats off to these guys!

The crew is pictured in front of our display of a Rolls Royce "Nene" jet engine. Tony is pictured just in front of the cutaway of the combustion chamber part of this engine. The Nene (named after a river in England) was the third mass-produced jet engine after Sir Frank Whittle's triumph. The Nene had nine combustion chambers (in the vernacular termed "burner cans") arranged around the central drive axle.

The Nene had a single centrifugal impeller disk that compressed external air at the rate of some 80 lbs per second. The engine had a diameter of some 50 inches and weighed 1600 lbs. Thus, the engine appears to look rather "fat" compared to its axial compressor counterparts (as in the German Me-262 jet).

Jet Engine Display (continued)



This picture (left) shows the rather complete engine except for the ejector nozzle. The compressor is a two-sided single disk. One can clearly see the drive shaft that connects the single high-temperature exhaust turbine to the impeller. This creates the closed-loop mechanical system that makes the engine run.

The British engineers had a difficult time designing the "spark plugs" for this engine, as they had to ignite the fuel-air mixture without getting blown out by the tremendous air flow. Once this was done and the fuel was reliably ignited, the next problems were solving temperature issues in the turbine (solved by a turbine blade cooling design). Once these were effectively dealt with, the engine successfully produced some 5000 pounds of thrust! With the engine's weight at 1600 lbs, the thrust-to-weight ratio was 3.1 .

In WW2 and for a few years thereafter, piston engines reigned as the power plants for all aircraft. Possibly the Pratt and Whitney R-2800 radial engine was the most successful.

With two rows of 9 cylinders each, this engine produced some 2000 horsepower and more by including supercharging, fuel-injection and exhaust horse-power recovery system. The engine weighed some 2,360 pounds however, so the horsepower-to-weight ratio was about 0.8. This was just about as much as one could squeeze out of a piston engine.

Folks accustomed to Horsepower may wonder how anybody can compare this number to Thrust in pounds. Well, Horsepower equals the velocity of the aircraft in miles per hour, times pounds thrust, divided by 375. So if an aircraft flies at 375 mph, the pounds thrust equals horsepower. The Nene jet engine produced 5000 pounds thrust, or 5000 horsepower with a thrust-to-weight ratio of 3.1, whereas the best piston engine of the time had a horsepower-to-weight ratio of 0.8 .

So it's easy to see how the jet engine became the only solution to high-thrust/low-weight aircraft power. The power of the jet, really, was the single most important engineering development that led to the continent-hopping jet aircraft transportation system of today.

Here's a picture of England's "Gloster Meteor," the first jet-powered fighter aircraft outside Germany to be mass produced.

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An interesting side story to the Nene jet engine is the follow-on "Tay," also produced by Rolls Royce. This too was a centrifugal compressor engine. The U.S. company Pratt and Whitney purchased the license for this engine and rebranded it the "J-42." This was the engine used in the Navy's F9F Panther pictured here. So the centrifugal jet that started with Sir Frank Whittle ended up with quite a lineage. After this, though, everyone went to multi-stage axial compression.

Aircraft Signs
By Dana Hunt

The volunteers at PCAM have made a considerable effort to spiff up the place during this year, resulting in some stunning changes on the museum grounds. From new paint jobs to new exhibits and a lot of clean-up, this place is starting to look a lot better. I am here to continue the tradition and boost this place further into the 21st century.

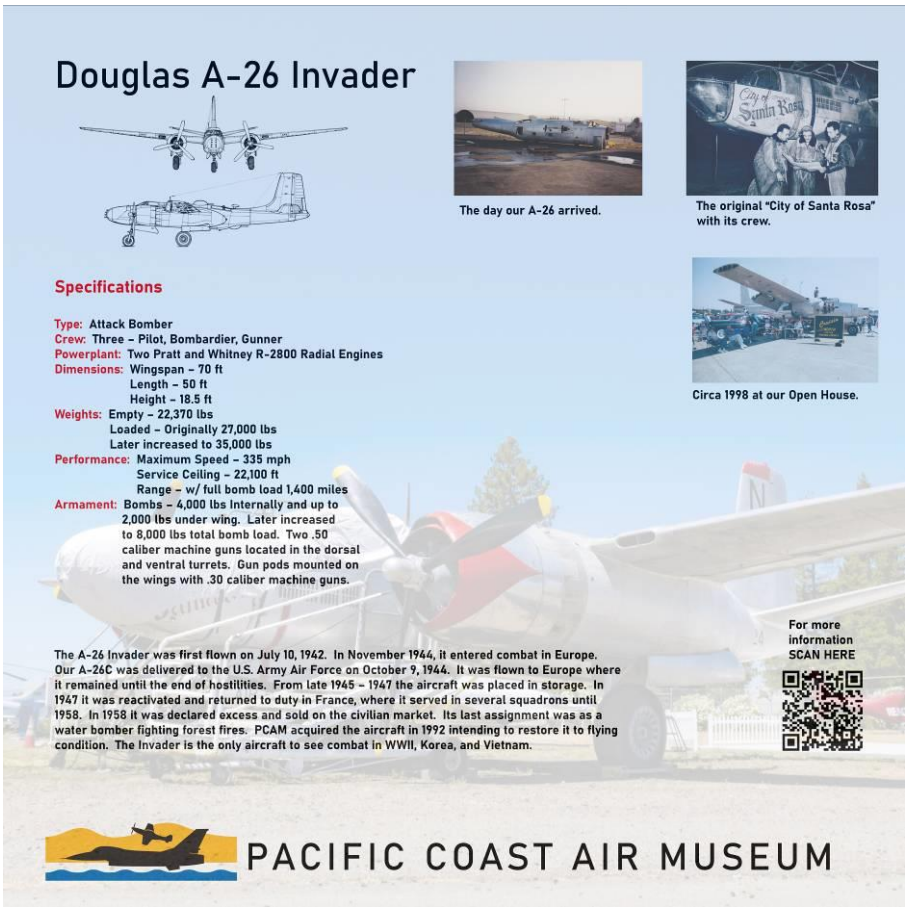
For many years, most of our aircraft have been introduced via nice big signs which included lots of information about the aircraft and a list of sponsors. The sun has not been too kind to our signs over time, and now most are faded, cracked, or otherwise hardly readable. Couple that with the fact that most of the sponsors listed are no longer in business and you'll understand the need to update. This mammoth undertaking will be accomplished with the help of our friends at Signarama. Having already created for us some beautiful signs that will last a good long time, they are the perfect choice for this project.

The new signs are right now in the design phase. Pictured is a mock-up of what the signs will most likely look like. Each sign will feature a watermark image for the aircraft and include a brief description of the aircraft and its role in aviation, plus how it came to PCAM and other details of interest that might fit the limited space.

Also featured on the signs will be photographs of the aircraft when it first showed up at PCAM and photos of it in service when possible. Each sign will have a QR code that will link back to the aircraft page on our website where one can find videos, audio samples, a list of specific missions, and any quirks or well-known stories about the aircraft. We can add these over time.

The signs will be the same size as the originals but made of better material. Their old stands will be rehabilitated and re-used. Special sponsorship plaques will be made to hang beneath the signs. We will even have special signs made for guest aircraft.

Welcome to a new era here at PCAM. Gone are the days of confused visitors wondering what it is they are looking at. If you would like to help with this project, we would greatly appreciate donations to cover the cost of an estimated 40 signs. It is a worthy cause and will help to upgrade the look of our museum immensely. Stay tuned!



Flight Wing
By Dana Hunt

Yo ho! All together! Hoist the colors high! The pirates have arrived to take over PCAM … or not. As elusive as the Loch Ness Monster with its vision foggy, its collection largely unknown, its purpose misunderstood, or just the simple fact that some people think we have a flying wing hidden somewhere, the Flight Wing is still unclear in the minds of many. This ragtag group of renegades demonstrates a deeper love for aviation, far beyond the realm of the static display. Not only do they serve up the best food at their gatherings once a month from May until October, but there is also much camaraderie and many auctioned photographs to be had. Becoming a member of the Flight Wing brings you into the world of restoration and maintenance as we do our best to bring these ancient relics back to life. It is a platform for education, inspiration, and preservation. In our own way, we bring honor to those who flew before. There is much history to be told at this very airport, and the Flight Wing is here to do it. Allow me the chance to take you on a tour of the collection, some you may have seen already and others you haven't.

The C-1A Trader
Donated to PCAM by Duane Doyle and Bill Montague, this one-of-a-kind aircraft is the only flyable example on the west coast. It has graced the skies at multiple Air Shows and remains the flagship of the Flight Wing. A dedicated crew keeps this beautiful bird in working condition with frequent engine runs and unfolding of the wings on a regular basis. It's not the easiest to maintain, but it turns heads whenever it cranks up.

The Interstate L-6
The newest addition PCAM is this gorgeous aircraft donated by Janet Lombard of Boonville, CA. She and her late husband restored this aircraft many years ago and made the long trek to Oshkosh to show it off. This aircraft has won several awards during its time in the Air Show circuit and even made an appearance at the 2007 Wings Over Wine Country Air Show as a static display. Having lost her husband in 2015, Janet wanted to donate it to a museum where it would remain in flying condition. After many offers, she chose PCAM. The aircraft is currently housed in a hangar on the west side of the airport and is ready to take to the skies once again, to introduce newcomers young and old to the magic of flight.

The Stinson 108 Voyager
This aircraft has called Sonoma County Airport home for over 50 years. It was one of the first to be donated to the Flight Wing and it remains one of the few aircraft in flying condition. With a fresh annual earlier this year, this aircraft is ready to go. It is housed in one of the old Hangars just west of the Butler Hangar.

The Cessna 170B

Another old timer! This aircraft has also called Sonoma County Airport home for over 50 years. The 170 is a very special aircraft. It has only had one previous owner and a total of 660 hours on the airframe. Talk about a barn find! This aircraft is a restoration dream. Inside you will find a completely original cockpit with the original Pilot Operating Handbook. As an added bonus, opening up that handbook reveals the original handwritten pilot report form that the test pilot filled out when this aircraft was first flown. The Cessna 170 resides in Hangar 202 on Nob Hill and is undergoing restoration. It has been a perfect platform to teach our STEM students about aviation. They have worked hard to polish the aircraft and take care of any corrosion that may be present. The wing sports some new sheet metal, and the engine is in the process of refurbishment. The pandemic halted all progress on this aircraft and at this moment we are awaiting the return of the STEM program to get things back in gear.

The BD-4

One unique aircraft in the collection is this BD-4 aircraft that Robert Hoey donated. The BD-4 was the first ever homebuilt to be offered in kit form. Designed by Jim Bede in the late 60s, this aircraft remains one of the most popular with many examples still flying. Our BD-4 is currently awaiting a fresh annual inspection, and I'm told there isn't much to do to get it back in the air. This aircraft is fast and quite sporty. It takes a good tail-wheel pilot to keep it under control. It can help us tell the story of the early days of home-builts in aviation. The BD-4 currently resides in the Butler Hangar.

The Beechcraft Musketeer

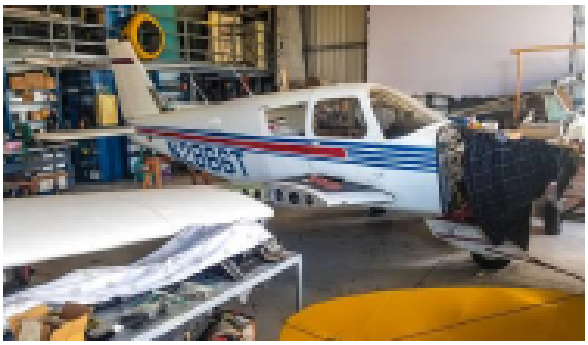
The Musketeer is a great trainer aircraft and perfect for giving rides to kids and introducing them to aviation. This aircraft came to us with a timed-out engine and was in need of some love. The Flight Wing members jumped into action and soon raised the funds to purchase a new engine and propeller. Dave Baron assembled it for us and did a marvelous job. The pandemic halted the progress on this one, so the aircraft sits inside the Butler Hangar awaiting final assembly. There were rumors floating about that the Musketeer would be used as a trainer aircraft in conjunction with North Coast Air to allow PCAM members to earn their pilot's license at a discounted rate, providing the individual showed above-average results and qualified for the program.

The Rearwin Sportster

No doubt, this is one of the oldest airplanes to grace our collection. Housed in a hangar in Ukiah, this one was donated to us in hopes of getting it flying again. It had not flown in many years (see a pattern here) and needed a lot of fabric work. Having just completed fabric work on a J-3 Cub, we knew we had members with experience for this kind of job. Unfortunately, not much has been done with the aircraft since it arrived and it patiently waits its turn in Hangar 202. It remains undecided on what to do with the engine considering the age and the fact that parts for it are unavailable.

The Cherokee 140

This one found its way to PCAM recently. It used to be parked outside on the south side of the Butler Hangar for the longest time. The weather was not kind to this aircraft and it was surely in rough shape. The Flight Wing team jumped on it and got it into the maintenance hangar 202 for some much-needed work. With all new plexiglass installed and an engine that was getting a fresh overhaul; you know the rest by now … COVID shut us down. A little TLC will bring this aircraft online in short order, and we have already received offers to purchase this aircraft.



The Bellanca 1419

One of the newest acquisitions, this aircraft has not seen the skies in quite some time. It's made mostly out of wood, and some folks are skeptical to go near it. Having so many other aircraft to contend with, there are no plans for this aircraft at this time and it may end up being sold in hopes that a new owner can devote the time needed to give this aircraft the restoration it truly deserves. For now, you can find it in the Butler Hangar.

There you have it: a comprehensive list for you to digest. Did any of these aircraft spark your interest? Would you like to learn more? The only place to do it is at one of our meetings! The last Wednesday of the month from May until October is the Flight Wing Meeting. Until then, keep those rudders hard into the wind and sail forth into the great unknown.

Local EAA Chapter 124

EAA stands for "Experimental Aircraft Association." The northwest end of the Santa Rosa Airport (STS) is the hangar location of the local chapter, Chapter 124. PCAM membership has been told little about this organization, but this article will change that. We invite Chapter 124 to participate hand in hand with PCAM in providing stories of aviation activities that will be of interest to our readership.

The Chapter has a website http://eaa124.org/, where one can learn more about this organization. Suffice it to say that if you want to build your airplane, learn how an airplane is built and maintained, or maybe catch a ride with a licensed member, this is another place to go in addition to PCAM's own flight wing. You probably know that the National EAA sponsors the world's largest fly-in every year at Oshkosh, Wisconsin. You Tube videos of this event are spectacular. Most of the EAA members are also members of PCAM, and the cost to join is really minimal.

So we invite you to click on the website above, learn about the local EAA chapter, and enjoy articles from their members, beginning with this one by Bob Guterridge.

Narrative of Airplane Experiences
By Bob Guterridge

Trains, boats, cars and airplanes are the stuff of the typical adolescent boy's dreams. As a kid I dabbled around flying model airplanes from time to time but never got close to being serious. My first honest foray into flying came after I began college here in Santa Rosa.

While taking pre-engineering classes at SRJC, I squeezed in the basic ground school class one semester. An interesting class for sure, but the workload of the engineering curriculum precluded any ongoing commitment toward continuing an aeronautical avocation.

Some years later, after finishing college and getting married, work brought me back to Santa Rosa and eventually to a small company named National Controls. Their office was located on the southwest corner of Airport Blvd. and N. Laughlin Rd. This was back in the good old days, before airplanes became weapons, security fences were erected, and DHS was invented to keeping us all safe. Which means I spent brown-bag lunch time meandering among the aircraft parked on the STS tarmac.

It was on one of these lunch-time walks with friend Dwayne Green that we happened on a forlorn little aircraft which Dwayne told me is a Champion 7FC. A good aircraft as it is flown from the front seat unlike the J3s. The only downside is they put the third wheel under the nose instead of under the tail. Who cares? – it is an airplane and affordable, and all the minor problems could be quickly corrected once I joined EAA 124, where there would be experienced builders to guide me through the maintenance, even replacing the missing cylinder. That is how I got hooked into the small aircraft hobby.

That summer was a busy one to say the least, and Dwayne was right about the help. One member, Jim Waite, had a car trunk full of spare aircraft parts, including a replacement for the missing cylinder. Do not remember what he asked for the cylinder, but it wasn't much. He loved little airplanes and enjoyed helping a newbie get his little airplane engine running. The remainder of the summer was spent repainting one wing and about a hundred other little items until it was deemed ready for an inspection.

The Champ was ready and waiting for an instructor. EAA 124 member Paul Reinders was a licensed instructor, and, like Jim Waite, he just had to be involved in getting people in the air. After the requisite 10-plus hours we were practicing landings at the Naval Auxiliary Landing Field (NALF), Santa Rosa. I was doing OK that day and Paul asked me to stop, at which point he quietly stepped out, telling me do three landings then pick him up. I started to ask a question, but he had closed the door and stepped away. Soon I had another signature in my logbook and I was off with a "now go teach yourself to fly."

After a year the Champ went home to the new shop for a complete restoration. Flying was very sporadic for many, many years. A few hours rental here and there between work, raising two boys, staying married, etc. During the structural portion of the reassembly, I was able to have my father, Cecil, over on weekends. As a young man he had been an instructor at the Boeing School of Aeronautics in Oakland and later an inspector at Naval Air Station Alameda. With that background, he enjoyed those weekends working on airplane parts. Finally, the day came to transport the pieces back to EAA 124 and put the Champ back together. It felt really good getting reacquainted with my Champ as we flew to many airshows, including two trips to Oshkosh.

Narrative of Airplane Experiences (continued)

The Champ did attract quite a bit of attention at the shows, in spite of having a nose wheel. Folks appreciated, and talked about, the detail of the fabric work. Never mind the work and effort that goes into all the detail under skin. A few of the better judges did take time to look very closely into the interior. As far as the skin, or fabric, goes all the credit for the outcome goes to Remo Galeazzi, a longtime member of EAA 124. I think Remo was one of those lads who skipped trains, boats and cars and went straight to airplanes.

When word got out that I was headed down the path of doing a total restoration, it was Remo who came by with an offer to assist in getting me started with putting the fabric on the airframe. He was known around the Chapter as an expert when it came to getting a nice skin on an airframe. When I had the first control surface ready for fabric, I called Remo. On a Saturday morning Remo arrived, and before lunch time the control surface had beautiful fabric skin with pinked tape edges. Remo insisted on pinked edges; straight edges are just not acceptable. With the process of the first control surface done, Remo stood up and asked if I had any questions. I was a bit astounded at how easy he made it look. At that point Remo headed for his pickup telling me to call if I had any problems. Mr. Galeazzi was probably the best instructor a newbie could have. He demonstrated the process and left, leaving the student to struggle through the remainder of the project on his own.

Remo came by on two other occasions to do a bit of teaching. The wing tip bow was one I remember. I was having trouble getting the fabric to follow the compound cures and called him for advice. His answer was “I’ll stop by on Saturday for a look.” Arriving, Remo pulled up the stool and sat down. With fabric in both hands, he gave a gentle pull and the fabric laid down perfectly. Then he asked, “Got any glue?” A few minutes later the wing tip was ready for tape and Remo was headed for his pickup with the usual “See, it will work. Go ahead and finish the other wing.” The last advice Remo had for me was that the best fabric jobs do not use a lot of paint. Follow the manual and you should be able to see the weave of the cloth. He was correct and the best judges did note the minimal paint buildup.

From that beginning I went on to do some extensive maintenance on a Cessna 205 in which I did most of my Instrument Flight Rules (IFR) training. I like Cessnas and wound up buying a 182 which took me on several wonderful trips to Idaho back country trout fishing excursions. When it came time to join the home-built crowd, I chose an ELSA fiberglass kit, a new material with which I had little experience. It does produce a very sleek airframe. However, if I were to build another airplane it would not be a fiberglass machine.

This section is for you, the membership, to fulfill. I have a few stories of museum trips, and I'm sure you do too. Flying stories (like "there I was" stories) and air museum trips are what is wanted. Other stories pertinent to our museum also. Send your story to me : davidacarlson62@hotmail.com, and we will work together to get it published. Thank you!

Member Stories

Visiting the Antique Air Museum at Hood River, Oregon

By Dave Carlson

What summer would be complete for an aviation enthusiast without a visit to an air museum? Well, I didn't expect to find a jewel in such an unlikely place as Hood River, Oregon, but I did. The building pictured below is the entrance facility with the name over the door. WAAAM stands for Western Antique Airplane and Automobile Museum.

At the website you can get directions and a preview of what's in the museum https://www.waaamuseum.org/ I will say, though, that no website visit will match the delights of seeing this place in person. The museum has three interconnected hangars, each one about the size of our Butler Hangar. Being totally enclosed, the place is clean, the floors polished, and the displays all immaculate. The first artifact one sees is this 1920s truck outside, with the bed full of delineator markers. Having participated in our own air shows, I would say this is a pretty classy way to distribute them, as long as you don't have to turn a crank to start the engine.

Antique Air Museum at Hood River, Oregon (continued)

Going through the front door, one is presented with a big gift shop. One's eyes are raised to the ceiling, where a full size replica of the Glen Curtiss original pusher aircraft from 1909 is suspended.

This Curtiss design was the first aircraft to display the use of ailerons for roll control. All previous designs, I believe, used the Wright brothers' wing warping technique. Even Bleriot's English Channel-hopping monoplane employed wing warping for roll control. So the Curtiss pusher first exhibited the modern aircraft roll control technique.

However, the innovation that resulted in a combined pitch-roll stick had not yet been invented. Curtiss's roll input was done by the pilot leaning left or right in a "shoulder cradle." This seems rather risky to me, but it was a start in the right direction. The engine was the Curtiss OX-5, I believe, the first V-8 engine in mass production. This engine could produce 90 horsepower, quite an improvement over the Wright's 12 horsepower engine. Still, it weighed about 400 lbs, so the power-to-weight ratio was only about 0.25. The extra horsepower was needed to get the craft flying (the Wright brothers knew how to make this calculation…which is another great story in itself).

The use (in final form) of the tail-located elevator differed from the front "canard" used by the Wrights for pitch control, though the Wrights had experimented with tail pitch control and did not like its stall characteristics.

On to aircraft and automobile displays.

Airplanes painted yellow or red are my favorites.

Here's a round-engine yellow 1937 Aeronca LC.

Antique Air Museum at Hood River, Oregon (continued)

As an example of how many planes this museum owns, here's a list of just the Aeroncas:

- 1931 Aeronca C-3 on Floats
- 1932 Aeronca C-3
- 1937 Aeronca LC
- 1938 Aeronca KCA "Chief"
- 1941 Aeronca 65-TAL Defender
- 1942 Aeronca L-3B Grasshopper
- 1946 Aeronca 7AC "Champ" *project **not** on display*
- 1948 Aeronca K *project on display*
- 1951 Aeronca 15AC Sedan

Above is a Piper Pacer, with a Cub behind it, and a 1949 Harley Davidson in front

And a Stinson

Antique Air Museum at Hood River, Oregon (continued)

I'm including a non-aircraft picture here, because it seems I spent half my youth on the seat of this John Deere Model B tractor. For many years two rather large cylinders mounted horizontally characterized John Deere Tractors.

Since there was no starter, one had to hand crank the flywheel shown under the steering wheel. So there was great awareness that the gearbox was neutral, the brakes were hard set on, and the wheels chocked.

Turning the thing was no easy task, especially as I was only 14 years old. On the other side of the flywheel was a cylindrical steel wheel that was wider to fit the width of a twenty-foot canvas loop that was used to turn other machinery like elevators and augers. Those were the days!

I didn't mention cars, but here is a 1930s Cord, I believe, with what I believe is a red Aeronca. At least 30 classic antique cars are here.

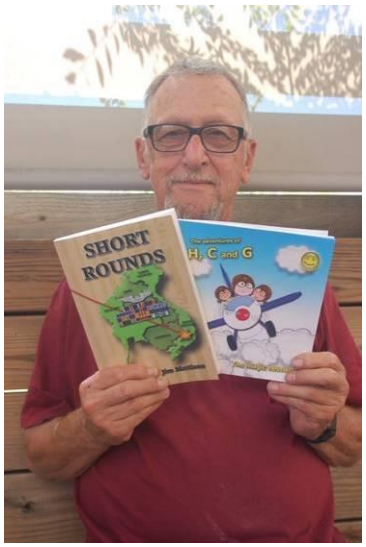
For me, this museum was quite a thrill. Planes, cars, models, tractors and much more, all kept in such good condition. They also keep a Ford Trimotor inside, which I was told was rather difficult to acquire. It is either now or shortly to become licensed to fly with passengers.

The WAAAM takes a subset of antique cars out twice a month for public rides on the grounds. Also, a fair number of antique aircraft are maintained inside to flight-worthy status. When I was there, they were preparing a large Boeing Biplane that was constructed to fulfill an airmail contract from the U.S. mail service.

We had a wonderful visit in August 2022, and I highly recommend that you stop by this museum the next time you are in northern Oregon.

Mattison Publishes Memoir

By Kathie Morgan



Two years after he began compiling stories to tell his grandchildren, Jim Mattison has written an entire book. “Short Rounds” is a memoir that details Mattison’s service in Vietnam in the late 1960s when he served as a gunner on an AC-119 “Shadow” gunship. Liberally sprinkled with photographs and maps, the early chapters cover those things of interest to young men – girls, cars, and parties.

Having figured out what seemed a fairly foolproof way to avoid being sent to Nam, a casual encounter resulted in his volunteering for the assignment. On one mission, he came that close to being blown out of his plane. Eventually he was awarded the Distinguished Flying Cross and the Air Medal with seven Oak Leaf Clusters.

Toward the end of that book, titled “Short Rounds,” Mattison began writing a children’s book. “The Adventures of H, C, and G: The Magic Helmets” tells the story of Grandpa and his two grandchildren who don magical WWI headgear and fly away wherever their imagination takes them. Mattison intends it to be first in a series.

Also during that two years of energetic creativity, Mattison compiled two coloring books based on planes that can be seen at the air museum. The books are for sale at the PCAM gift shop and their proceeds benefit PCAM.

In his spare time Mattison serves as Crew Chief of the F-106, F-8 and T-37 planes, and was named last year’s PCAM Volunteer of the Year.

“Short Rounds” can be bought at https://www.barnesandnoble.com/w/short-rounds-jim-mattison/1142033909?ean=9798823101066. “The Magic Helmets” is for sale at https://www.barnesandnoble.com/w/the-adventures-of-hc-g-the-magic-helmets-jim-mattison/1141986914?ean=9798823102964.

Flown West

We at PCAM are sad to report on the passing of one of our longer-tenured volunteers, Ray Smith. He was 93.

Ray volunteered for us for over 20 years. He helped out at all of our events and made the most beautiful signs for the Air Show, Hot Dog Thursday, and more. He was an old-school kind of guy and always had a mind for advertising.

Ray enlisted in the Navy to become a Navy pilot in 1947, serving on the aircraft carrier USS *Philippine Sea* during the Korean War. He stayed in the Navy reserves for 22 years serving as a flight instructor and earning the rank of Lt. Commander. In civilian life, he worked as an engineer for IBM-San Jose for 35 years.

Ray joined PCAM in 2000 and the rest is history. Last year, Ray got the chance to fly one last time in an airplane he had logged many hours in. The smile never left his face, and he absolutely loved every minute of it. He was telling stories for the rest of the day. We held a memorial for Ray at the museum on Sunday, September 11. Blue skies forever, Ray. We will miss you.

Veteran Recognition

By The Oral History Team

Mike Lownes

The Pacific Coast Air Museum had the honor of helping Manual "Mike" Lownes celebrate his 104th birthday at their July Hot Dog Thursday (HDT) luncheon event. Mike was born in Healdsburg, CA on July 14, 1918, and currently lives in Windsor, CA. He served in the US Army during WWII, in a medical support capacity, and then returned to Sonoma County where he worked in various capacities over many decades.

Hundreds of veterans, friends, and other visitors attending HDT gave Mike a rousing applause of appreciation for his service to our country and his longevity as the 2nd oldest living veteran in Sonoma County. Only 107 year old Santa Rosa resident Al Maggini is known to be older than Mike.

Happy Birthday Mike, and may there be many more to come!

Al Maggini

On Monday, September 5, Albert "Al" Maggini turned 107 years of age. A third generation San Franciscan, Al enlisted in the US Army Air Corps during WWII and served as a navigator and bombardier in a B-17 Flying Fortress, participating in 35 bombing missions over Germany. After the war, Al settled in Sonoma County where he opened a stock brokerage office and worked well into his 90s. Over the decades, Al served on numerous charitable and educational boards, raising over $200 million for Memorial Hospital, Hanna Boys Center, Santa Rosa Junior College and many other organizations. Al explained his prolific success by saying "I never minded asking for money if it was for a worthy cause."

A special "surprise" birthday celebration was held for Sonoma County's oldest citizen and veteran at the Santa Rosa Veterans Hall on September 10. Al was accompanied by his two nieces Carol Wade and Alice Rowan. A large crowd of friends, family, veterans and other well wishers attended the two-hour celebration. PCAM's John Whitehouse and the New Horizon's Swing Band, in which John plays the saxophone, provided the entertainment. Former KZST News Director Ted Williams served as emcee. John Nelson professionally documented the celebration with photographs and a brief video. KPIX field reporter Da Lin also attended and featured the event on the Bay Area Channel 5 news. It can be viewed at https://www.cbsnews.com/sanfrancisco/news/107-year-old-sonoma-county-war-hero-and-philanthropist-celebrated/

Many PCAM members participated in the celebration, and all wish Al many more noteworthy birthdays to come.

The band and the guests

Al with nieces Carol Wade and Alice Rowan

Brigadier General Dick Vogel with Jeannie Schulz

Lynn Hunt and Craig Schulz speaking with WWII B-29 pilot Dick Sharp

Recent Events

Col Bud Anderson shares experiences as America's last living triple ace pilot
By The Oral History Team

On Saturday, June 25, PCAM had the good fortune of hosting a talk by America's last living triple ace pilot, Colonel Clarence "Bud" Anderson. Bud and his son Jim were finally able to entertain and educate an audience of nearly 150 people after a 2-plus year delay because of Covid.

Thanks to the recommendation and generosity of Jeannie Schulz of the Charles M Schulz Museum, the event was organized and fully funded. Dr Harrington, Director of the Sonoma County Office of Education, graciously allowed the use of their "Training Center" in spite of the fact that the building is closed on weekends.


Jim (son) with Bud

Showing little evidence of his 100 years of age, Bud entertained the enthusiastic audience with over an hour of historical slides, videos and stories about his time with the 363rd Fighter Squadron of the 357th Fighter Group, "The Yoxford Boys," during WWII. He flew 116 missions and had 16.25 aerial victories over Germany against ME-109, Bf-109, FW-190, and He-111 aircraft. After the war, he served as a fighter squadron and wing commander, and as a fighter test pilot during the Korean and Vietnam wars. Throughout his military career, he earned a very long and impressive list of decorations.

Bud was born in Oakland and raised in Newcastle, near his current Auburn, CA residence. He remains a very popular and "in high demand" speaker, and most recently graced large crowds at Oshkosh. His lifelong love of aviation and his "better than perfect" eyesight led to his very impressive career as a pilot. All of Bud's airplanes (including trainers) were named "Old Crow," but he is best known for his famous P-51 Mustang.

After his talk, Bud continued to delight a long line of guests for another hour, personally signing copies of his book, caps, and flyers for young and old alike. Over 2-1/2 cases of his book "To Fly and Fight, Memoirs of a Triple Ace" sold out very quickly thanks to the support of PCAM volunteer Nancy Sandborn. The Santa Rosa Quilt Guild donated beautiful handmade quilts made explicitly for veterans. They were presented to Bud and Jim Anderson, and to Jeannie, Craig & Judy Schulz. These quilts were acquired by PCAM member Joe Cholewa of the Vietnam Veteran's of America Chapter 223.

In the audience was another WWII veteran of note, B-17 radio operator and waist gunner Elmo Fama. Elmo was a veteran of 35 bombing missions over Germany, including 2 on D-day. He and Jim Anderson exchanged information to see if he and Bud flew any missions together.

The opportunity to share an afternoon with Bud was appreciated by all who attended. PCAM thanks Col Bud Anderson, former USAF pilot Jim Anderson, and all of the veterans who attended Bud's talk for their service to our nation.

Old Crow


The appreciative audience

Recognition of Vietnam Era Veterans
By Kathie Morgan

Regardless of which US uniform you wore or where you spent your time, if you played a role in the Vietnam War (1964-1974), PCAM saluted you at its Recognition of Vietnam-Era Vets on Saturday, August 20. Admission to the museum was free to Vietnam-era veterans, and altogether about 165 guests attended.

Gene Marcinkowski and Gary Senneff were guest speakers. Refreshments included free coffee and donuts, with beverages, chips and ice cream available for purchase. A row of aircraft from that era were lined up for memory-evoking inspection.

A popular feature of the event, originally known as LZ PCAM, was two large maps on which veterans could sign their names to indicate where they had served and when. It served as a great ice-breaker as veterans could compare whether they were likely ever to have encountered each other while in service to our country.

Hot Dog Thursday
By Dave Carlson

PCAM scored another high water mark with more hot dog lunches served this September than in any other September. Paul Heck reports that we sold 519 lunches but, even more, we prepared 80 lunches to go. Kudos to Tony B and Paul D for setting up all the tables a couple days early and to the crew that moved out the A26 (did you notice?) to make more room for our guests.

A big thanks also to Dana Hunt, not only for his stellar service with the sodas but also for his bringing out five beautiful prop aircraft for everyone's viewing pleasure. Trouper of the Year award goes to Janet Doto (center) for all the running around and hard work she did despite having had recent carpal tunnel surgery. Now that's dedication!

Hot Dog Thursday (continued)

Here is a bit of information on each of the featured prop aircraft:

This is a former Navy Trainer in WW2 called the SNJ. The Army Air Corps named this aircraft the AT-6 "Texan." I had the good fortune to ride/fly this aircraft down in Kissimmee, Fla. My instructor told me the aircraft takes off at 80, flies at 80, and lands at 80. I assume knots. This aircraft is owned by Korbel Winery.

This aircraft lived a different life under a different name. It started out as a T-6 Texan, and a heavy modification produced this flying replica of the Japanese Zero. This may have appeared in the movie "Tora Tora Tora" but I do not know that for a fact. I do know, though, that it was a great aircraft due to a high power-to-aircraft-weight ratio and low-drag wing design. This is a Korbel Winery aircraft.

Here's the "Red Dog Mustang." This P-51D Mustang painted with "Red Dog XII" on the side is owned by Duane Doyle. The other beautifully-polished Mustang that was also there is owned by Korbel Winery, and it has raced at Reno.

Lastly, below is the beautiful Corsair standing beside a 1966 Chevelle SS. Oh, what a ride these two would make. Again, our thanks to Korbel Winery for showing these aircraft to our Hot Dog Thursday crowd.

Wheels and Wings Car Show
By Chris Brown

Wheels & Wings 2022 for me started nearly 11 months ago with the start of car show season. This year we handed out 1200 car show registration forms. At every show we attended we noticed more cars on display. During our car show meetings we needed to make sure we had enough real estate to accommodate the 200 cars I was predicting for ours. We also responded to last year's comments for a better show: we rented three extra tri-pod 15-inch speakers, added an extra round of raffle prizes, and more.

To grow our show we needed to expand our perimeter fence to the south side of the Butler hangar, and fence off some of the shade hangar area. A week prior to the show, crews set up the grounds with pop-up tents at the front and car gates, set up the hot dog line, and most importantly the weather. Thankfully the weather was being forecast to be 78 degrees compared to 114 the week before. On Friday, September 16, at 4 pm, we started moving the perimeter fence with the help of a truck and a logging chain. As we pulled and snaked the 6-ft high chain-link fence around and into place, we made sure it was secured and added blinking construction lights for safety.

We moved a few aircraft into the display area, did sound systems checks, and performed anything that could be done to save time on Saturday morning. For a few of us Saturday morning came way too early, like 03:45 am early. We got road signs out, and Todd set up cones in the pre-staging lot to be ready to go at 05:30 am when cars started showing up. We finished the last minute things and by 06:30 am we were parking cars onto PCAM grounds. We had two different groups parking cars: the normal car entry group parking on the south side of the Butler and the other group parking cars by aircraft for which privilege they paid an extra $10.

Things for the most part ran smoothly. Getting everyone parked went smoothly for the most part, and by 09:00 am all cars were parked, with maybe one or two extra parking places. We had a few static aircraft on display outside the fence area, two P-51's, one belonging to Duane Doyle and the other to Korbel Winery, plus their F4U Corsair. We had Jim Goff's NA-50, and Craig Schulz's P-40, Duane Doyle's T-28 and T-2 Buckeye inside with cars parked around them. The first round of raffle prizes was announced at 10:00 am, another at 1:00 pm, with the grand prize for both being a P-51 ride in Red Dog.

We sold hot dogs from 11:00 am until 1:00 pm. One thing we changed from last year was how voting for People's Choice Awards was done. This year we opened the voting to everyone. Car show participants and visitors through the front gate were all given a flyer with raffle prizes and voting ballot. Ballots were counted every hour and were closely guarded, and the awards were announced at 1:45 pm.

The day was perfect. The weather held out okay, until it started to cloud up. Everyone was having a great time. Such a variety of cars, from a 1929 Ford Model A to a brand new Chevy Corvette. At the day's end we had a total of 202 cars in attendance and raised over $17,000.

I would like to thank all the volunteers for their hard work with setup, during the event and break down, and handling all the leg work to get great raffle prizes, and thank you to our sponsors.

How are we going to top this next year? Just you wait and see!

Photos courtesy of John Nelson

Upcoming Events

Board Elections
By Chris Brown

It's the time of the year that we hold our elections for three board of director seats. PCAM members can nominate themselves or others to serve on the board any time between now and the October 19 general meeting. Each nominee must accept the nomination before his or her name will be placed on the ballot.

Just a reminder: ballots are no longer mailed. They will be emailed, and only emailed replies will be counted. Candidates who run for the board must summit a 100-word essay describing themselves. These candidates' statements can be sent to the PCAM office or to any director.

Ballots will be emailed shortly after the October general meeting. All votes must be received no later than 5:30 pm on November 16. At our general meeting we will announce the two winning candidates, and at the December board meeting the two newly elected directors will take part in voting for the final director, and officer positions will be assigned. Directors serve a three-year term and are limited to two consecutive terms. These terms begin on January 1 and end on December 31 three years later.

2022 Aviation Flea Market

We will be having an Aviation Flea Market on Saturday, November 12 at 8:00 am. If you have aviation-related goods that the museum can turn into ready cash, we will sell it and the profits will go toward our move to the Dragonfly building and needed repairs on the Butler Hangar. Bring your items to the museum Tuesday, November 8 through Friday, November 11.

Remember, we only want items you are **donating**. If you want your items back if they don't sell, this is not the venue. We want old uniforms, books, models, parts, you name it. We'll price it and sell it. This year we will also sell household items, saving you the hassle of having a garage sale of your own. Just bring in your clean, garage sale items to PCAM and we will turn them into needed revenue.

Got questions? Email Janet Doto at jedoto@sonic.net. Need help having items picked up? Email Janet and we will see what we can do. This is gonna be a good one folks. If you can't contribute items, consider volunteering to help at our Saturday Aviation Flea Market.

Thanks everybody!

Airshows

Although PCAM will not be hosting an air show, there are several upcoming shows to consider attending.

October 1–October 2
Cal Capitol Air Show, Mather Airport, CA
Thunder Birds and Snowbirds

October 1–October 3
Great Pacific Air Show, Huntington Beach, CA
Thunder Birds

October 5–October 7
Warbirds & Wheels, Estrella, Paso Robles

List courtesy of Kathie Morgan

October 7–October 9
US Navy Fleet Week, San Francisco, CA
Blue Angels and Snowbirds

October 29–October 30
Wings Over Houston Air Show, Ellington Airport, TX
Blue Angels

November 5–November 6
Nellis AFB Aviation Nation, Las Vegas, NV
Thunder Birds

Dates to Remember

Member Meetings
October 19, 2022
November 16, 2022
December 21, 2022

Hangar 2 Third Wednesday of the month 7:00 p.m. - 9:00 p.m.
Entrance is the old Dragonfly building. 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.

The last Hot Dog Thursday for 2022 is October 6th

No Santa Fly-in for 2022

Santa has been overwhelmed by so many needs elsewhere in the world that he has had to cut back on his schedule this year. He promises to keep us in mind for next year, and sends his regards for a happy and peaceful holiday season.

Open Cockpit Weekends

Saturday, October 15
Sunday, October 16
10am-4pm

F-86 Sabre
and
HU-16 Albatross
75th anniversary

Saturday, November 19
Sunday, October 20
10am-4pm
Trainers Feat

T-37 Tweet
T-38 Talon
T-33 Shooting Star

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.

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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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Nancy Heath

Valuable Assets

Administrative Assistant
Open Position

Gift Shop Manager
Alan Chensvold 707-575-7900

Planned Giving
Open Position

Project Coordinators

Aircraft & Assets
To be Determined

Docent Coordinator
Greg Ervice 619-980-1450
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Education Chair
Charley Taylor 707-477-0061
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Event Director
Janet Doto 707-579-7900
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Exhibits
To be Determined

Facilities
Tony Bassignani 707-575-7900

Flight Wing
Lynn Hunt
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Guest Speaker Coordinator
Open Position

Marketing
Doug Clay 925-997-2774
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Newsletter Editor
Dave Carlson
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Officer Manager
David Kinzie 707-575-7900
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Oral History Program
John Nelson
Carol Lawson
Nancy Sanborn

PCAM Photographer
John Nelson

PCAM YouTube Video Channel
Social Media
Facebook Administrator
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Safety & Security Officer
Dan Widger 707-575-7900

Veterans Coordinator
Carol Lawson
Kathie Morgan

Volunteer Coordinator
Open Position

Website Administrator
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Dana Hunt 707-540-5758
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