

Airport Volunteer Program off to a Great Start



Photo by Gloria Coté

Airport Volunteer Charlene Staton joined the volunteer team after a career in sales, marketing, and customer service. She also lends her charm and skills at the Santa Rosa Welcome Center and is well versed in area attractions and Airport logistics.

Airport Helpers, a Valued Team

The idea of developing a volunteer program at the Airport had been discussed for quite a while, and when the terminal remodel was nearing completion Airport Manager Jon Stout thought the time was right to put it in place. With some quick work on the part of Marketing Coordinator Melinda Gay and the luck of finding cabinet maker Patrick Giblin (Wall St. Furniture), the information booth was in place by the September Open House. Next came the challenge of finding volunteers! That involved working with the County’s Human Resources Department to set up the program before recruitment could begin.

Administrative Aide Gloria Coté commandeered a couple of our favorite semi-retired businessmen and private pilots, Bob Gallagher and George Johnston, to be the first onboard. With their names on the list and the help of the Santa Rosa Welcome Center (thank you Mo McElroy!), soon five more very helpful people joined the team, along with other friendly folks who made their way into Lucy’s booth through our website, flyers, and other promotional outreach. In one instance, retired teacher Paul Tatum saw the booth while on his way to board for a trip, and thought, “That looks like fun!”

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REACH Helicopter

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REACH for Life Air Ambulance Membership

Emergency air medical service saves thousands of lives each year

By Linda Ahmadi, Reach Air Medical Services

It was lunch time on the beautiful northern Sonoma coast, another relaxed vacation day for Grace and Don. Without warning, Don slumped over in his chair, his skin a pale gray color. Grace did the right thing, she dialed 9-1-1. Local Emergency Service (EMS) responders recommended air transport to get Don to help as soon as possible. Soon Grace and Don heard the welcome sound of a REACH helicopter landing nearby.

With practiced skill and appropriate speed, Don was airlifted to the closest hospital. Don is back home now, and he and Grace have returned to enjoying each day together. Because they were REACH for Life members, they had no expenses for the REACH air ambulance transport.

Minutes Matter

In life-threatening emergencies, every minute counts, and rapid care involving air transport can mean the difference between life and death. The above story illustrates how unexpected events can catch you off guard. After all, you can never predict when emergencies will happen; it could be at work, at home, or on the road traveling. The emergency may involve a premature birth, heart attack, stroke, car accident, or traumatic injury.

REACH Air Medical Services offers a low-cost air ambulance membership program called REACH for Life. This program is not insurance but a membership with a very reasonable annual cost. REACH for Life membership covers any payment gap between your insurance coverage (such as deductible or co-pay) and the remainder of the bill. Those fees could be thousands of dollars, and you could be responsible for paying them.

A REACH for Life membership eliminates all out-of-pocket costs and offers benefits such as coordination with members' health care plans for payment, referrals to specialists and hospitals in coordination with members' doctors, and perhaps most important, peace of mind. The REACH for Life membership program is something every employer should consider as an important employee benefit or gift. For groups of eight or more, discount rates are available.

It's easy to enroll. New members can join online at www.REACHair.com. Group and individual membership applications can be downloaded from the website.

About REACH Air Medical Services

REACH Air Medical Services was started in Santa Rosa in 1987 by local emergency physician Dr. John McDonald. Since then, the company has grown each year, transporting more than 4,000 patients throughout California and western Oregon, as well as Texas. REACH helicopters are "emergency rooms in the air" flown by experienced pilots, while care is administered by highly skilled nurses and paramedics. To date, REACH has performed more than 50,000 life-saving missions. Whether injured or critically ill and in need of specialized health care at a distant hospital, REACH is standing by. Protect your employees, your family, and yourself by joining today.

Why buy a REACH for Life Membership?

When life depends on getting to a medical facility quickly, REACH is ready 365 days a year, 24 hours a day. Bases are located throughout California and western Oregon, and Texas. As a member, if REACH provides emergency air transportation, there are no additional expenses – no co-pays, no deductibles. REACH bills members' insurance carriers for emergency medical transport benefits (if any) and accepts their payment in full. Members pay nothing more than the annual REACH for Life membership fee.

What does an Emergency Transport Cost?

Transports cost many thousands of dollars. REACH for Life membership ensures full coverage if REACH provides service. On average, REACH provides more than a dozen emergency transports every single day. Membership costs just \$40 for individuals and \$45 for families, with discounts given to groups of eight or more.

For questions about REACH for Life, contact Joyce Gilmore toll-free at (866) 767-3224, by email at membership@REACHair.com, or visit www.REACHair.com.



REACH aircraft photo by CharlieGesellPhotography.com

A Proud Day for the Pacific Coast Air Museum

US Air Force "First Responder" Fighter Aircraft from 9/11 Awarded to Santa Rosa Museum



At left, the jet fighter arrives. To the right, Dave Pinsky, Thomas C. Reed, Previous Secretary of the US Air Force, and Jim Cook.

The historic F-15 Eagle aircraft, the very first on the scene in New York City on September 11, 2001, has come to Santa Rosa for permanent display at the Pacific Coast Air Museum (PCAM).

PCAM was awarded the honor of providing the home for the first aircraft to respond to the World Trade Center twin towers attack. A respectful crowd stood in the rain on a chilly December morning to witness the arrival of the jet fighter. It came in pieces, its wings and nose separate from the body of the aircraft. The "First Responder" will be fully restored and the centerpiece of an interactive, educational exhibit.

The aircraft was retired in 2006 and has been officially awarded to the museum by the National Museum of the United States Air Force. An aggressive fund-raising effort is under way with the goal of raising \$250,000 to design and build a fitting exhibit. The exhibit will honor those who perished and those who responded in a valiant effort to save lives, as well as educate visitors and tell the story of heroism in the skies and on the ground that day.

The F-15 Eagle "First Responder" Story

On September 11th 2001, two U.S. Air Force F-15 Eagles from the 101st Fighter Squadron, 102nd Fighter Wing, Otis Air National Guard Base (ANGB) in Massachusetts, were scrambled by NORAD in response to commercial airliners being hijacked and used as weapons to attack the World Trade Center in New York City. This armed patrol was this nation's first airborne response to the terrorist attacks on that day, arriving over Manhattan only moments after the World Trade Center was struck. The sight of these F-15s over New York City was the show of strength New Yorkers on the ground needed to see in their darkest hour. Accounts of that moment convey the relief and sense of security citizens felt when they looked up to see and hear fighters circling above to clear the air space and protect the city.

For more information about PCAM and the 9/11 First Responder F-15 Fighter please call (707) 575-7900 or visit www.pacificcoastairmuseum.org.

New Advanced Technology Checked Bag Screening Equipment now at STS

By William Scott, Trinity Technology Group

We received our first piece of the advanced technology equipment being rolled out by TSA, the Reveal CT-80DR. It is the first Explosives Detection System (EDS) designed for 100% checked baggage inspection. The CT-80DR is TSA Certified with a through-put of 225 bags per hour. The Reveal CT-80DR is a next generation EDS that is far smaller and less expensive than the current generation of EDS. While sharing the same tunnel size as existing EDS products, the CT-80DR is small enough to be placed virtually anywhere in a facility thereby providing in-line EDS capability. The Trinity security staff at STS worked diligently with the Raytheon engineers to configure a "mini in-line" baggage system. This solution will provide screener labor savings identical to custom in-line rebuild programs, but with minimal infrastructure cost and disruption to airport operations

Our folks have completed the classroom portion of the CT-80DR training provided by Lockheed Martin. The new automated system is a welcome change from the hand-inspection previously performed on checked bags.



Sonoma Jet Center is now an Avfuel Branded FBO



Last fall Sonoma Jet Center opened its doors to area pilots, customers, and invited guests for an Open House. More than 250 attendees enjoyed an afternoon of food, fun, and aviation. There was a static display of aircraft and classic cars, a highly attended WINGS seminar, helicopter rides by Sonoma Helicopter, music, kids activities and hands-on workshops.

Sonoma Jet Center is now an Avfuel branded FBO. Avfuel's network includes 600 branded Avfuel dealers, fuel and handling operations at 1,000 Avfuel Contract Fuel locations on 6 continents. As an Avfuel branded FBO, Sonoma Jet Center now offers the industry-leading AvTrip pilot loyalty program as well as the competitive Avfuel Jet A contract fuel program.



To celebrate the change-over to Avfuel, Sonoma Jet Center has lowered its fuel prices. Most notably, Sonoma Jet Center is now selling full service 100LL at its self service price. "We had expected to keep our full service at self service pricing promotion until the end of 2010, but with the great success of the program, we plan to continue selling full service 100LL at the self service price into 2011," said Josh Hochberg, President of Sonoma Jet Center.

In addition, Sonoma Jet Center has also acquired new Jet and 100LL fuel trucks. Customers will also notice the Sonoma Jet Center staff dressed in new uniforms that proudly feature the Avfuel logo as well as the new Sonoma Jet Center logo.

Up on the Roof (so those under the roof can be comfy)



Oh baby, it's warm inside! Have you been inside the terminal lately? It's noticeably cozier after the addition of a new, improved roof and HVAC system on the original terminal building. There are a few "punch list" items still to do, but the restaurant, original lobby, and Security offices are warmer, thanks to the upgraded systems. Along with stimulus funds that were awarded for the terminal rehabilitation project, the Airport was granted an additional \$336,000 in funds by the Federal Aviation Administration (FAA) to allow for the completion of the project and to replace the old HVAC systems and roof. Sea Pac Engineering Inc. was awarded the project. The reflective white roof seen above helps deflect the sun's hot rays and reduce the indoor temperature of the building beneath it. Along with reducing the need for air conditioning, a white roof keeps a building more comfortable on hot days, and can save money by cutting a building's energy use by 20%.

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Around and about the Airport

Meet George Johnston

By Melinda Gay, Sonoma County Airport

George Johnston recently signed on as an Airport Volunteer, but this is not his first experience with aviation. His life journey has taken him from the green fields of Scotland, where as a little boy he watched Royal Air Force (RAF) fighter aircraft practice overhead, to the Wine Country airport named for the creator of Snoopy the Flying Ace.

Young George grew up near the Royal Navy Errol Airfield and was fascinated by the big lumbering Fairey Swordfish bi-planes that were soon joined by Mustangs and Spitfires when World War II broke out. Later, Bill Ross, the son of family friends, returned home after flying Spitfires in Africa. Feeling restless, Ross joined the Royal Air Force Reserves and flew the aerobatic De Havilland Tiger Moth, first taking George out for flights when he was 10, and eventually teaching him to fly the plane at 14. "We did aerobatics. We also chased sheep and had a lot of fun until the farmers started to complain," laughs George. The farmers put an end to their stunts, but not to their love of flying.

Ross moved on to Canada and George's airborne experience continued with other friends, one family taking him out in their Swallow, a British aircraft. "My first airplane crash was in a British Auster, high-winged like a Cessna 172, flying with a friend," George recalls. "We tried to land in a field, the ground was wet and soggy, the main wheels sunk into the ground, and the plane flipped over. There we were, hanging upside down with the belly gas tank above us." Afraid of fire, his friend yelled "RUN!" The teenagers undid their belts, fell on their heads, jumped up, and ran. The plane did not burn and they were not hurt. Fortunately, George has not experienced a second crash.

George's mechanical bent is not limited to aircraft. He studied mechanical engineering at Scotland's Dundee Technology College, earning the British equivalent of a Masters Degree. Seeing more opportunity in the U.S.

than in postwar Britain, George arrived on the East Coast in 1957 with \$52 in his pocket, one small suitcase of clothes, a few job prospects, and a lot of ambition.

The \$52 dollars had to last until his first paycheck, which, George says, "was more money than I ever had in my life." But three years of humid East Coast summers was enough, and at the urging of friends, George drove across the U.S. to Palo Alto to work at Varian Associates. He eventually became Chief Tool Designer, designing tools



Wee lad George at age eight.



British Auster like the one in George's misadventure.

used to make parts for sophisticated equipment like the magnetic resonance imaging (MRI) machine and travelling wave tubes (radar).

He stayed with Varian for about five years before moving on to positions that took him around the U.S. and Europe, continually adding variety to his experience. In 1962 George got his pilot's license and he's flown ever since.

The year 1971 found him in Santa Barbara where he joined Astro Industries, a company that manufactured high temperature furnaces. In six months he was General Manager. Shortly after, while checking the books, George discovered the company was bankrupt. Seeing an opportunity, he bought out the company and within a few years turned it around. He later acquired a second bankrupt company, turned it around, consolidated the two into Thermal Technology, and in 1986 moved the company to Santa Rosa.

Both engineer and entrepreneur, George oversaw the development of new high temperature furnace innovations. Custom built furnaces were made for growing crystals used in LED lighting, brazing, high vacuum and hydrogen atmospheres, and metal injection molding. His furnaces were the first used for making fiber optics. "A customer would arrive with some crazy idea and we'd figure out how to do it."

George traveled the world in search of business. His international pursuits introduced him to his wife, Alicja. A citizen of communist Poland working in Foreign Trade, Alicja was on business trip to the U.S. that involved the purchase from George of a specialized furnace to melt metals at a high temperature.

When George met Alicja his heart also melted and after an international courtship spanning several continents the two were married. Alicja proved to be as hard-working as George, and the two formed a company, AG Technology, where Alicja tracks down lasers and power supplies for Poland, and George consults.

Along with international business travel, George continued to fly his personal aircraft. In 1986 he brought his Socata Rallye to Sonoma County Airport. The Socata is a French aircraft that George says "is the safest light plane ever built, it's almost stall proof. It has full span leading edge slats and keeps hanging in there." He still flies the Socata. Before that he owned a Cessna 170 and his first plane was a Piper Tri-Pacer. He enjoys making short trips around the North Coast but



George and Alicja Johnston

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George Johnston *Continued from page 5*

doesn't take long trips any more. Alicja prefers to fly Horizon Air to Seattle when they visit George's two sons (from an earlier marriage), their wives, and his five grandkids.

George sold his business four years ago and retired. Well, semi-retired. Retirement is a challenge for such an industrious man. He still does some consulting work and is a member of the Windsor Rotary Club. The Socata Rallye went out of production in the 1980s, but George is part of the Socata community. He has a collection of "bits and pieces" and likes to fix parts for himself and other Socata owners "just for fun." George also enjoys rock climbing, an activity he took up as a teenager in Scotland. He is known about the Airport as someone who will always pitch in where there is a need. He has been there for Open Houses, Air Shows, and now, as a volunteer in the new Airport Helper information booth. If you happen to see George there some time, stop by and say hello to a really amazing man.



In the 1960s, George discovered Yosemite for the first time and spent much of the 60s hiking there. In the photo at left he is enjoying a rest during a hike in his native Scotland. In the photo to the right George is seen a few years back in his vintage Socata Rallye. Note the tail numbers in the insert at right (666). George says, "I've been a devil all my life."

Airport Volunteers *Continued from page 1*



George Johnston on duty

The first volunteers were trained and in place by mid-December, just in time for the holiday rush. Since then it's been a merry round of training individuals as they sign on and updating the official "Volunteer Resource Binder." The binder is becoming a weighty tome containing everything you'd want to know about operations and logistics here at STS. The binder keeps growing as we learn ever more helpful information from the volunteers. They make note of questions and comments from the traveling public, information that then goes into the binder. Ground transportation, important phone numbers, Horizon Air procedures, parking information, and more, fill the pages of the binder. Along with helping people navigate the Airport, volunteers answer questions about things to do in the five-county area served by STS. The volunteers are all enthusiastic boosters for the region and most are very experienced travellers. Funny, our volunteers report that they also really enjoy airports!

Airport staff is getting rave reviews about the volunteers from the public, Horizon and Security staff, STS Operations Specialists, and the rental car agencies. We are all very grateful to be off to a flying start with such a terrific group of "Airport Help."

Do you enjoy people, airports, travel, the Wine Country and being helpful? Be an Airport Volunteer!

Airport volunteers answer questions and provide assistance to travelers. Volunteers work a minimum two shifts per month (three hours per shift). Email airport@sonoma-county.org or call (707) 565-7243 to learn more. Training is provided.

Horizon Air Passenger Numbers for December 2010 - Good news!

Horizon Air reported that 16,349 passengers flew in and out of Sonoma County Airport in December 2010, an increase of 10% over December 2009 when 14,818 passenger flew in and out of the Airport. Total passengers for 2010 was 188,755, up 1.47% over 2009 when 186,014 passengers flew in and out of STS.

Signatory Training Packet and new Sponsor Forms

By Lidia Herbert, Sonoma County Airport

Beginning in mid-January, the Airport Manager's office will send out an Authorized Signatory packet. The Authorized Signatory is the main hangar tenant, company manager, or authorized individual who is responsible for all AOA (and SIDA) badges that are issued under their hangar or company. If you are part of an Airport business (such as an FBO or flight school), a packet will be sent to the main business, and not to individual employees, customers, or flight students. If you are a member of a flying club, the packet will be mailed to the individual who has taken the responsibility of being the Authorized Signer for that flying club. The Transportation Security Administration (TSA) mandates that Authorized Signers receive annual training so that they are kept informed about updated security measures. The training packet is to be reviewed, signed, and returned to the Airport Manager's office by the Authorized Signer.



Also included in the packet will be a new Sponsor Form for the Authorized Signer to fill out and return to the Airport Manager's office. We will also include the list of current badge holders that the Authorized Signer has approved. If the Authorized Signer wants to add additional names to the list, they may, but they must inform new individuals of the badging requirements. The Authorized Signer may also remove individuals from their list and are required to collect their badges within 72 hours and return them to the Airport Manager's office.

If you have any questions, please contact the Airport Manager's office at (707) 565-7243.

Airport Violation – A costly error

Late last year, TSA inspectors visited the Airport to examine how well our security measures are enforced. During the visit they approached someone who had just driven through a vehicle gate. When asked to show their STS ID badge, the individual could not produce one. Airport staff was called and came to the scene. After checking his personal ID, staff escorted the unauthorized individual out of the fenced area. Upon further investigation by TSA, the employer of the individual was issued a \$10,000 fine for violating TSA security measures. The supervisor who lent the gate device will also receive a fine.

This is a reminder to all Airport tenants to please keep your gate device in your possession and not lend it to anyone who does not possess an Airport issued AOA or SIDA badge. TSA inspectors visit the Airport often to check on security.

Rules, Regulations and Penalties Packet Update

Because of the recent security violation discovered by TSA, we are revising our Airport Rules, Regulations and Penalties Packet to reflect recent security updates. The revised Rules and Regulations will be posted on the Airport website (sonomacountyairport.org) as soon as they are approved by TSA. It is up to the Authorized Signer to inform individuals on their Sponsor List of the update.

New Airport Security Management System to Come

The Airport recently approved a contract with Sea Pac Engineering to install the new Airport Security Management System. Sea Pac, with the help of Electronic Innovations, will upgrade the following items:

- New security gate software
- Proximity badge system upgrade
- Installation of new equipment for gate software and vehicle gates
- Upgrade of Terminal Building security
- Installation of cameras in the Terminal and at all vehicle gates

This project should begin February 1, 2011, with the completion expected at the end of June 2011. During construction, vehicle gates will be affected by the switchover from the old to the new system. Please be patient, the new system will be a great improvement!

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Call (707) 565-7241 or email airport@sonoma-county.org for information.

Airport Tenant Directory

Airport Operations Duty Officer 484-0236 → Airport Maintenance Shop 544-6198 → Complaint Line 544-4787

Organization	Description	Location	Phone*
Airport Express	Bus Service	5807 Old Redwood Hwy	837-8700
Avis Rent A Car	Car Rental Agency	Terminal	571-0465
Barron Air	Aircraft Maintenance	2290 Becker Blvd	284-9786
Budget	Car Rental Agency	Terminal	528-2195
CalFire	Firefighting	2235 Airport Blvd	576-2586
Civil Air Patrol	Non-Profit	2243 Airport Blvd	545-7488
Dragonfly Aviation	Flight School	2222 Airport Blvd	575-8750
Enterprise	Car Rental Agency	Terminal	570-3600
Experimental Aircraft Assoc.	Non-Profit	5550 Windsor Road	217-4439
Federal Aviation Admin. Tower	Government Agency	2245 Airport Blvd	546-4294
Hertz	Car Rental Agency	Terminal	528-0834
Horizon Air	Airline	Terminal	1-800-547-9308
Kaiser Air - Santa Rosa Jet Center	Full Service FBO	2240 Airport Blvd	528-7400
North Coast Air	Flight School	5010 Flightline Dr	542-8687
Pacific Coast Air Museum	Historical Museum	2230 Becker Blvd	575-7900
PropJet Aviation	Aircraft Maintenance	2282 Becker Blvd	284-9777
REACH Air Medical Services	Air Ambulance	451 Aviation Blvd #201	575-6886
Republic Parking	Parking Lot Management	2200 Airport Blvd	523-2186
Santa Rosa Ninety-Nines	Women Pilots Non-Profit	2247 Airport Blvd	sr99s@sonic.net
Sky Lounge Restaurant	Restaurant	Terminal	542-9400
Solairus Aviation	Aircraft Maintenance & Charter	201 First St., Suite 307, Petaluma	415-897-4522
Sonoma Helicopter	Helicopter Training/Photos/Tours	5790 Flightline Dr.	528-4883
Sonoma Jet Center	Full Service FBO	6000 Flightline Dr	523-2800
Trinity Technology Group	Security	Terminal	527-7226

* Area Code 707 unless otherwise noted.



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The plane has 310 original hours and needs to be flown more often than the owner is able to fly her. A partner will give it the continued flying attention it needs here at STS. The logs are complete.



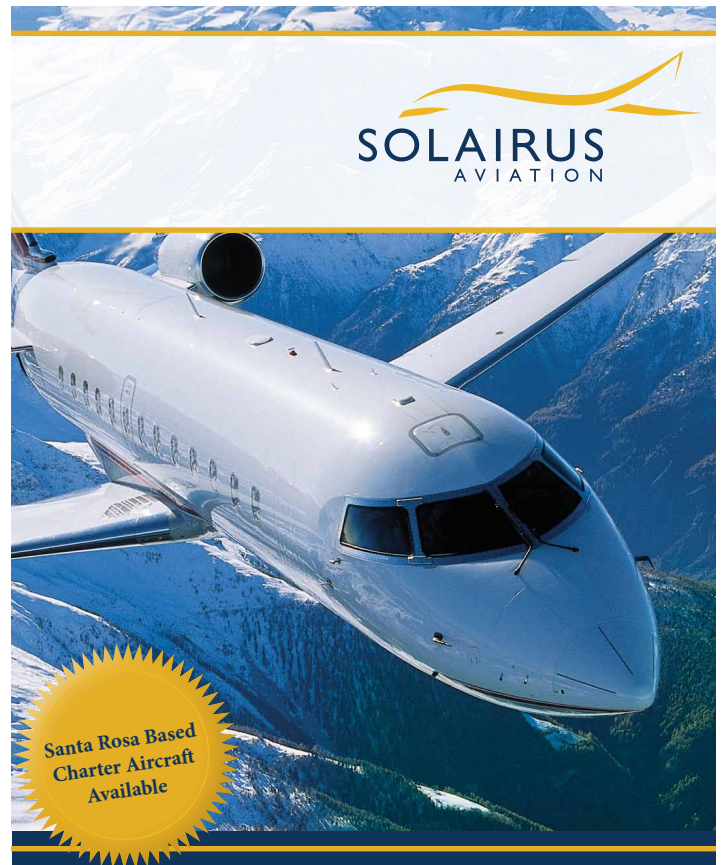
Equipment

Avidine Mmap; PFD MFD; Twin Garmin 430s; XM weather; Deice: 55X autopilot; flight director; emax; cmax; platinum engine; 4-way)2; 4 Bose headsets (no TKS, no TAWS, no air conditioner)
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Aviation Commission Meetings

Meetings are held at the Airport Manager's Office Conference Room, 2290 Airport Blvd, Santa Rosa. All meetings are Thursday mornings at 8 a.m. unless otherwise noted.

January 20, 2011
February 17, 2011
March 17, 2011

The public is welcome and encouraged to attend.

Aviation Commissioners

District 1: Tom Walters, waltersaerial@sbcglobal.net, 545-9244
District 2: Don Smith, donaldsmith@comcast.net
District 3: Larry Carrillo, ljarrillo@msn.com, 888-0789
District 4: Del Starrett, 526-9645
District 5: Art Hayssen, burnside@sonic.net, 321-2040
At Large: Tim Delaney, tdelaney@jdhwealth.com, 542-1110
At Large: Marlon Young, myoung@majlaw.com, 528-2882

All phone numbers are in area code 707.

Calendar of Events

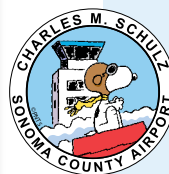
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E-mail: airport@sonoma-county.org
Web Site: sonomacountyairport.org
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Share Your News in the Red Baron Flyer!

Calendar items, story ideas, and submissions are always appreciated. Please submit to mgay@sonoma-county.org. Questions? Call the main office at (707) 565-7243 or Melinda Gay, Desktop Publisher, at (707) 565-7241.