



## Flown West: Hattie Stone, “Sweetheart of the Museum”



Photo by Christopher Chung  
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On Monday, December 23, 2013, the Pacific Coast Air Museum and the Sonoma County community lost one of its dearest and most ardent supporters, Hattie Stone. She was 95 years old.

Hattie’s contribution to the Museum cannot be overestimated. A U.S. Navy veteran, she contributed time, effort, money, and her incomparable spirit to many veteran-related organizations, and PCAM was among her favorites. The following biography of Hattie gives you some idea of her involvement and character, and is adapted from a 2010 article by Barbara Beedon.

Is there anyone at the Museum who didn’t know Hattie? If you’ve ever been around the Museum, the Air Show, or ANY Veteran’s program in the area, you’ve seen Hattie! Hattie was an irrepressible, enthusiastic, caring, dedicated and adorable member of our Museum, and of the whole community.

Hattie was born Hattie Louisa May, and was a “mutt” – one quarter German, one quarter Irish, one quarter English, and one quarter Scottish. She grew up in Hutchinson, Kansas, and early on became interested in the U.S. Navy, which had a huge presence in the town. Hattie was recruited as one of the Navy WAVES (Women Accepted for Volunteer Emergency Service) in 1943, in

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### The PCAM Mission

“To promote the acquisition, restoration, safe operation, preservation and display of historic aircraft, preserve aviation history and provide an educational venue for the community”

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recognition of her skills and leadership abilities, and served as the Supervisor for the Naval Communications Center in Hutchinson. She had both men and women serving under her, which was very unusual at that time.

Despite the fact that the center was running very efficiently, a Lt. Commander from the Pentagon told Hattie that she would “never make it because no one will take orders from a little thing like you.” Technically, to be a supervisor, you had to be a Chief Petty Officer, which Hattie couldn’t become, because she hadn’t been in the service for eight years. So, they made her a “Chief Petty Officer (Acting)”, and she got to keep her job. In 1945, women got to serve until the “end of hostilities, plus 6 months”, so Hattie was mustered out, despite wanting to stay in the service.

Hattie decided to relocate to California, because she was extremely allergic to tobacco smoke, and even then California was leading the way in “clearing the air.” She married Vernon Brown, and in 1946, she gave birth to her daughter Verna Louise, named after her father. Hattie was a student at Stanford, working on a doctorate in Education on the GI Bill. Hattie and Vernon were together almost 20 years before divorcing. She remained in touch with him and his family throughout the rest of her life.

In her late 30’s, Hattie was friends with some Air Force officers in one of her classes. The officers invited her and some of her friends to a gathering at the Officer’s Club. As the evening progressed, Hattie noticed one young man at the bar, looking out on the room. One of her friends was speaking to him, and she thought he “looked like a scared rabbit.” So Hattie

walked up to him, and took over the conversation. He was from Amarillo, Texas, and they spent the rest of the evening together. His name was Robert Stone. Robert called Hattie the next day, and courted her by repeatedly taking her out to Midwest “dinner” (known in California as “lunch”). Then he was transferred several

times, going through Parks AFB and Edwards before going to Amarillo. He kept writing to Hattie, and in late summer one year, his mother invited Hattie to come back for a visit. After a few more visits, he proposed to Hattie, and said he had been waiting for her to get all the foolishness out of her system so she would marry him. Hattie made sure he wanted to live in California before saying yes!



Hattie and her Jeep were regulars at local veteran-related events.

Robert got a degree in Engineering at San Jose State while Hattie was Assistant Principal at South San Francisco High School. He went to work for Fluor Cooling Products, which later became Trans Union, and they lived in their home on Mark West Springs Road. Hattie said they spent “forty years of nothing but honeymoon” together, before he suffered a sudden and fatal stroke.

Despite the magnitude of the loss, Hattie stayed involved in her community, connecting through – and volunteering for – virtually any organization involving veterans. She was a dedicated member and past President of the local American Legion Post. She was also affiliated with Odd Fellows, Veterans of Foreign Wars, WAVES, AMVETS National Service Foundation, and was a member of the Pacific Coast Air Museum since 1997. Never a shrinking violet, she was easy to find at the museum, or to see out in her Jeep at the Air Show and numerous other Veterans events. She was often bustling to help with decorations, hospitality, flag presentations, or performing in the program with her

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Hattie at the 2011 Wings Over Wine Country Air Show, at age 93.

French horn.

But beyond volunteering, Hattie also “put her money where her mouth was”, as the saying goes. While she was a generous donor to many causes, there were only a few

organizations to which she made her most significant gifts. The Pacific Coast Air Museum was one.

At year-end 2005, Hattie presented the Museum with a \$25,000 gift to the Building Fund. That really gave the fund drive a boost! Other gifts came in, and in December of 2006, Hattie made a SECOND gift of \$25,000 to the Building Fund! But Hattie declined to be listed individually in a high category again, because she was surprised to find out that she was the only person who made such a significant gift!

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The PCAM Hattie Stone Memorial Building Fund is named after Hattie. Much of the money she donated made it possible for us to create the F-15 “First Responder” exhibit in 2011, which did a lot to raise the prestige of the Museum in the eyes of the public, the community of museums, and the military.

There is a detailed obituary about Hattie in the Press Democrat: <http://www.pressdemocrat.com/article/20131226/articles/131229673>.

Hattie lived a full and rich life, with all the joys and tragedies a long life entails. She was one of those rare people we can all hope to emulate, who rise above the problems, embrace the joys, and leave this world just a bit better off than it was when we entered it.

Rest in peace, Hattie. 🌟

## Santa Fly-In Attracts Largest Crowd Ever

Santa sure does love the kids at the Pacific Coast Air Museum. Despite his incredibly busy schedule in the days leading up to Christmas, every year he takes the time to drop in for a visit and to hear the last-minute Christmas wishes of all the young people who care to whisper them in his ear.



Two hopeful petitioners pause long enough for a photo. They were among several hundred children who showed up for our record-breaking Santa Fly-In on December 21, 213.

Christmas 2013 was no different. PCAM arranged with Mr. Claus well in advance for his visit on Saturday December 21, which was a bit of a challenge because that date left him just a slim margin of three days before his annual gift-delivery marathon.

“I’d do it even if it wasn’t in the job description,” he said when we contacted him last July. That’s just the kind of guy he is.

PCAM also made early arrangements with REACH Air Services and Active 20-30 of Santa Rosa to pick up

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The crowd waits in anticipation. One eager mother was overheard coaching her three-year-old how to say “Garmin®.”

Santa in a bright red helicopter from an undisclosed location, as has been done for several years running. The chopper, with Santa aboard, approached the Charles M. Schulz-Sonoma County Airport low and from the west, to avoid early detection. Everyone saw that red helicopter as it popped up and over the hangars, and a cheer rose from the crowd. The kids, needless to say, went a bit bananas. The smaller ones were hoisted onto the shoulders of fathers and mothers for a better view. The bigger ones asked for their turn and were told they were too big. The medium-sized ones lingered around Dad’s knees, figuring there was still a chance. One little boy was so carried away he broke into a spontaneous round of “Jingle Bells.” What he lacked in tonality he made up for in enthusiasm.



“There he is!”

REACH Air Services is truly a spectacular organization. Not only do they provide vital life-saving air ambulance service and medical transport throughout Sonoma County and the Bay Area, but they willingly circled the crowd THREE times, so everyone could get a good view. That’s a lot of fuel to burn for a P.R. flight, but it was made possible thanks to Active 20-30 of Santa Rosa which footed the bill for the flight, as they have for the past several years. The Active 20-30 club of Santa Rosa #50 is a group of like-minded young professionals between the ages of 20-39 who volunteer to improve the lives of underprivileged youth in Santa Rosa. Funding the annual PCAM Santa Fly-In is one of their many gifts to the community.



Note the hearing protection on this one. Suppose he’s done this before?

It was amazing how well we could all see the Jolly Old Elf in his red suit waving at us from behind the chopper’s windows. But the day was clear, reasonably warm and sunny, and there was no rain or drizzle like last year to hamper viewing.

The REACH aircrew set the chopper down near the Butler hangar, in full view of the crowd of about 1000 people, which was held back by temporary fencing. Security measures held, and there were no incursions. The chopper blew up a lot of grit as it landed and there was a bit of ducking and covering, but no one seemed to mind much. Santa climbed out, waving, and was escorted over to where everyone was eagerly standing. He toured back and forth a bit, shaking hands and saying hello,

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before climbing into a vintage Jeep to be driven the short distance to his receiving pavilion. A veritable river of humanity streamed across the Museum grounds, flowing around our aircraft and re-forming in a jovial mass near the F-15 First Responder display. Numbers were called out, children were herded, a line



We suspect reindeer are quieter and kick up less dust, but Santa's regular team was in training in preparation for the big night.

was formed, and the Man of the Hour went to work. Upon arrival, each child was given a ticket with a number. Museum officials called out numbers over a public address system. Kids with lower numbers got to visit with Santa first. There was sufficient time for a few photos by eager relatives. Then the young'uns were given a goodie bag and ushered away. It all went very smoothly. We were not exaggerating when we said the crowd was about 1000 strong. At least half of those were children. As you will imagine, it took a while to get through all of them and some got a bit impatient. But there was plenty to do while they waited.

The local 4-H club brought sheep and rabbits and set up a small petting zoo. A craft/beading table was set up

and many kids stayed busy there for quite a while. There was a giant inflatable slide and a jumpy-house. And of course, many amused themselves by playing with the contents of their goodie-bags, which included (naturally enough) little zip-stick powered toy helicopters. Rest assured, any UFOs seen over the PCAM field that day were simply these flying toys whizzing about.



Santa was clearly visible in the left seat of the chopper as it circled the field.



After landing, Mr. Claus visited with the crowd a bit before proceeding to the formal Receiving Pavilion.

The PCAM Hot Dog Thursday team had its usual setup, and sold an unspecified but large number of hot dogs and other snacks to the hungry crowd. The PCAM UH-1H Huey, T-38 Talon, and T-37 Tweet aircraft crews opened their aircraft for climb-aboard. As always, the planes and helicopter were a big hit.

As the day wore on, Santa got to looking a bit worn out, but his devoted crew of elves kept plying him with

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The sun may have been shining that day, but what really made the day bright was the smiles on all the children.

water and snacks, and he never wavered.

All of us at PCAM thank everyone who attended the Santa Fly-In for their good spirits and smiles, and for making the day a joyous one. We hope you all had a happy and safe holiday season. We also thank the fine people at REACH Air Services and Active 20-30 of Santa Rosa, without whom that wonderful day would not have been possible. See you all next year! ✪

### Air Show Flashback

Jon Melby paints pictures in the sky with his Pitts S-1-11B Muscle Bi-Plane. Photo courtesy Forrest Galt.



© Forrest Galt

### Car Clubs Visit PCAM on Boxing Day

On December 26, 58 people in 31 classic cars from the Morgan Car Club of Northern California and the Wine Country Car Club paid us a visit. They were celebrating Britain's traditional Boxing Day, Dec. 26. We invited them to park on the field. It was a beautiful day and an great opportunity to photograph some classic cars with some classic aircraft. ✪



## Prowler Roars in to PCAM

### EA-6B Electronic Warfare Plane Flies in December 7

All the buzz around PCAM has been about aircraft #158811. On December 7 at 1:00 p.m. that buzz climaxed in the roar of jet engines as this beautiful Navy Prowler in Marine Corps markings flew in to the Charles M. Schulz-Sonoma County Airport for retirement at the Pacific Coast Air Museum.

She was built in 1974, and her final assignment was with VAQ-129, the "Vikings", at NAS Whidbey Island, WA. VAQ-129 is the EA-6B Prowler and EA-18G Growler Training Squadron for both the Navy and Marines.



A crowd of several dozen PCAM supporters was on hand despite the cold weather, and eagerly awaited her arrival. She came in from the south, right on schedule. The photo above shows her climbing out after one of the two touch-and-goes the crew performed. She finally landed for the last time and taxied to the open area between the PCAM field and the Butler Hangar. Her engines were shut down and the crew posed for a photo session with several PCAM VIPs. Once the plane had cooled down (which did not take long on that cold afternoon) the crowd was allowed to walk right up to her and examine her closely. Two air stairs were put in place, and everyone got a close-up view of the cockpits, though climbing on board was not allowed. The crew very graciously stood by their craft, exposed to the chill breeze, answering every question and offering to answer more. One would have thought they were the hosts at an open house at their own Air Station, rather than being hundreds of miles from home, giving away one of their prized aircraft. This crew, whom PCAM was honored to receive and host, included:

#### Aircrew:

- CDR David B. Fields
- LT Alexander W. Bock
- LTJG Jonathan C. Hall
- LTJG Kyle J. Saraceni

#### Ground Crew:

- AMEC James A. Deckard
- AD2 Megan E. Goodwin
- AD3 Jennifer S. Schultz
- AME2 Matthew R. Morgan
- AT1 Ricardo A. Elias
- AME3 Thomas W. Gonzales
- AO2 Scottish T. Stewart
- AME1 Michael W. Ricketts
- AO3 Dalton G. Schantz

On the days that followed, the ground crew demilitarized the plane, disabling the various devices for ejection seats, fire extinguishing, and other systems. The engines were permanently

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disabled but left in the plane. She came equipped with five drop tanks.

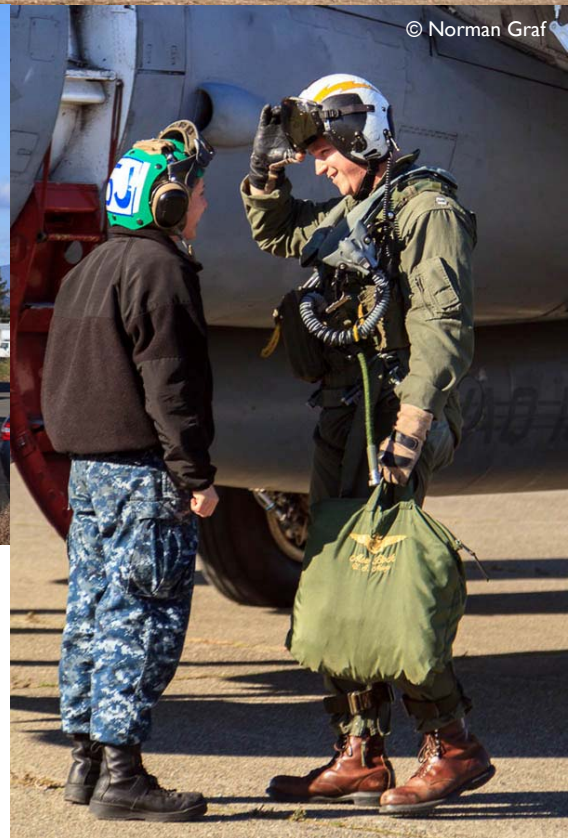
Several days before her arrival, PCAM's Director of Aircraft Acquisition Mark Fajardin traveled to NAS Whidbey Island to get a quick course in basic Prowler maintenance, so he can in turn train others at PCAM to keep her in the best shape possible. He worked very closely with the personnel there, and developed some close relationships with many of them. Their pride in their aircraft, and their desire to deliver her



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© Carol Campbell



© Norman Graf



© Norman Graf

in prime condition for a respectable retirement really came through,

as can be seen in her excellent condition. Their goodwill and professionalism was incomparable. There are dozens of crew signatures in felt-tip pen all over the plane. There's even one up inside an inspection plate. Those signatures will be clear-coated to make them



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last as long as possible.

With a view toward properly documenting this momentous occasion, Mark placed three Go-Pro cameras on board. The final flight was thus recorded to video from inside the plane. Dana Hunt of Hunt Productions assembled a video from all this, which can be seen on YouTube at <http://www.youtube.com/watch?v=IW8IqWkRSs&list=UU5EvMOdIFBfF3SJ-46ZzSOg>. The first minute and twenty-six seconds are stock footage of various Prowlers. But after that it's all #158811 on her final flight to PCAM.

Now it's PCAM's duty and privilege to keep her in as pristine a condition as she was on December 7 when she arrived.

Read more about PCAM's new [EA-6B Prowler on the PCAM website](#). Both the Prowler and the Museum's A-6E Intruder (shown below) are on loan from the National Naval Aviation Museum at Pensacola, Florida. ★

Below: Reunited after 38 years: PCAM's Intruder (front) poses with the new Prowler (rear). The two served aboard USS Enterprise CVN-65 during a 1974-75 cruise.



## In Case You Missed It: December 18 Christmas Party & Volunteer Recognition

PCAM wrapped up 2013 with a great Christmas Party on December 19, replacing our usual monthly meeting. The party included a potluck dinner of some really delicious dishes and a casual awards ceremony recognizing outstanding volunteers from 2013.

President Lynn Hunt presided over the festivities and the awards announcements. He began by praising the Museum community as a whole for its exemplary spirit of service and cooperation. He also apologized for leaving anyone off the following list, making it clear that it is impossible to individually call out all of the dozens of people deserving of recognition.

### Awards from President Lynn Hunt

He thanked all the Life Members, the Board of Directors, the Officers, the Department Heads, and the Executive Committee. In particular, he mentioned Roger Olson for setting a record in raising money through sponsorships and donations, Christina Olds who performs a wide variety of vital roles, Wayne Seamans who did a great job with the Air Show despite a very challenging environment this year, Ron Stout and his aircraft maintenance crew who keep a field full of the most well-maintained and best looking aircraft in the region, Allan Morgan who is overseeing and running a growing number of educational programs, all the people of the new Flying Wing which promises to be a real jewel and a major attraction, Mark Fajardin whose unceasing enthusiasm and effort led to the acquisition of the EA-6B Prowler, Paul Heck and the Hot Dog Thursday crew for building this monthly event into a community attraction that brings in notable revenue, Charley Taylor for recruiting an impressive roster of fascinating speakers, Barbara Beedon for leading the push to record the histories of our local veterans through the Oral History Program, Dave and Diane Watson for managing food and hospitality at our monthly meetings, Don Callen, Bruce Tinkham, and Tony Bassignani – our construction team – for their various refurbishments and remodels, and Dana Hunt for so masterfully expressing PCAM activities and the spirit of flight through the medium of video.

### From Air Show Director Wayne Seamans

Air Show Director Wayne Seamans took the stage, acknowledging as a body the group of approximately 900 volunteers who made the 2013 Wings Over Wine Country Air Show possible. He was reluctant to call out any individual, because the vast number of contributors makes it impossible to recognize any of them without leaving some out. Wayne also recognized a number of groups who year after year play a vital role in the air show: The Civil Air Patrol for providing personnel to patrol the flight line and other areas to maintain security and perform crowd control, Cub Scout Pack 25 who handed out Round Table coupons in support of an important sponsor, Boy Scout Troop 134 which has the unenviable role of trash and recyclable management yet performs it with spirit and efficiency, and Boy Scout Troop 125 which smoothly directed visitor parking – a vital element in a good visitor experience. Wayne also thanked the Windsor Lions Club who took over management of the Pancake Breakfast after two other vendors bowed out late in the game.

### From Director of Museum Operations Christina Olds

Christina Olds then acknowledged the following, whom she described as “the most amazing people working for her on the Operations side” of the Museum: Ray Smith for his patience and perseverance in keeping the printers working and managing the signage over the years, Peter Loughlin for his work on the newsletter, and Tom Chauncy for the countless roles he plays and projects he undertakes (and we might add, whose white beard and other attributes make him perfect for the role he plays each December during the Santa Fly-In). She thanked Mary Jane Brown for her unceasing work with the Museum exhibits, Duane Coppock for his untiring assistance and good humor, and Dave Kinzie for his patience and willingness to take on so many administrative projects. In particular, she called out the Gift Shop crew – Mike Lynch, Alan Chensvold, Bob Bergeron, Bob Conz, Chris Wall, Denny Hutton, Karen Eakle, Larry Houghton, Rich and Carol Lewis, Vanessa Guzman, Joel Lewis, Frank Mantellina, and Jim Allison – for the excellent job they do in greeting each visitor and keeping the Gift

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Shop well stocked and operating smoothly. Additional recognition went to Mike George, Robin Dotti, Bill Greene, Stan King, Nick Van Krunning, Gary Casassa, Tony Basignani, Bruce Tinkham, Barney Hagen, Ed Nelson, Jeanie Sloan, Little Man, Isaiah Stephenson, Otnit Arellano, and the many others who share their time and energy to make our Museum better.

Christina also presented the Volunteer Pins, which went to too many people to list here. We would like to note, however, that Ron Stout again won the prize for most volunteer hours, having garnered 13,469 hours over many years of service to PCAM.

## Special Awards

Lynn Hunt presented the following special awards, and we quote from his presentation.

### Volunteer of the Year: Mark Fajardin

“Mark has been an active member of our museum for over 20 years. Focusing on restoring and maintaining several of our aircraft, his handiwork can be most recently seen on our fully armed A-6 Intruder, a hasty but high quality restoration undertaken in time for display at our annual Wings Over Wine Country Air Show. More recently, through dedication and hard work and buying more than one round of drinks at a favorite O-Club, he broke all of the records and most of the rules in acquiring a flying EA-6B Prowler for the Museum. Mark recently accepted the position of Director of Aircraft Acquisitions and continues to serve in that position.”

### President’s Award: Genelle Voorhees

“Regardless of how the idea for a President’s Club originated, Genelle grabbed it from the beginning and made it her own. Providing an upscale venue, serving the finest food and beverages and offering our air show attendees the finest in luxury accommodations was an immediate success. From the first President’s Club in 2009 through this year, her prudent management combined with a team of dedicated volunteers earned the museum over \$72,000 in profit. After five successful

years of leadership she is stepping down from her position as President’s Club manager but not before training a capable replacement.”

### Special Recognition: Mike Voorhees

“After serving previously on the Board of Directors, Mike was elected again in 2006. He served six years as a board member including one year as secretary and two as President of the museum. In 2012 after completing his second three-year term as board member, he helped design and he then served on the Executive Committee that is responsible for our annual air show. He served again (at my request) in 2013 as Director of Venues before handing in his letter of resignation, completing 8 years of intensive and dedicated service.”

Christina Olds then presented her own Volunteer of the Year award, to David Kinzie. He provides invaluable help in a wide number of administrative tasks, without which the Museum could not function. Such is Christina’s esteem for David, the job he does, and the good humor with which he does it, that she wrote up and read a humorous and heartfelt “resolution” in recognition of his service. Thank you David!

And thank you to all other volunteers whose contributions great and small make PCAM the wonderful institution it is, and are bringing it increasing recognition from the community at large.

Food for the evening was provided by the members themselves: delicious appetizers, salads, main courses, and desserts. And there was plenty for everyone.

The party kicked off with a showing of Dana Hunt’s latest video masterpiece showcasing the arrival of the EA-6B Prowler. See the link on page 9 of this newsletter.

It was a great party, and a great way to end the year. Thanks to everyone who contributed, and best wishes to all for a healthy and prosperous new year! 🌟

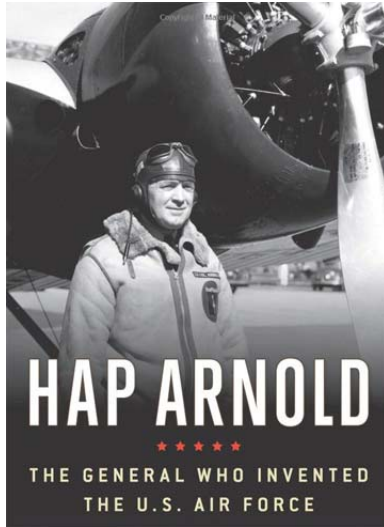
## January 15 Guest Speaker:

### Bill Yenne, Author of Definitive Book on General Hap Arnold

Join us on January 15, 2014, at 7:00 p.m. as the Pacific Coast Air Museum kicks off its 25th anniversary year with renowned author Bill Yenne. He will be talking about his latest work **Hap Arnold - The General Who Invented the Air Force**.

General Arnold's grandson Robert Arnold will be there to say a few words about his grandfather and Bill Yenne.

Bill is the author of numerous books on military and aviation history, including **Superfortress: The Boeing B-29 and American Airpower in World War II** with General Curtis LeMay. His recent dual biography of Dick Bong and Tommy McGuire, **Aces High: The Heroic Saga of the Two Top-Scoring American**



**Aces of World War II**, was described by pilot and bestselling author Dan Roam as "the greatest flying story of all time." Air Force Magazine wrote that his history of the Strategic Air Command "deserves a place on any airman's bookshelf." The Wall Street Journal notes that he writes with "cinematic vividness." Yenne is a member of the American Aviation Historical Society. To learn more, visit [www.BillYenne.com](http://www.BillYenne.com).

General Henry Harley "Hap" Arnold is widely considered the father of the United States Air Force. But his long list of accomplishments doesn't begin or end there. He was also the first and only five-star general of the US Air Force; one of the first US military aviators; the first American to carry air mail; and the architect of the war-winning air strategy of World War II.

Don't miss this fascinating presentation! ✪

## Announcement: Special PCAM Dinner Event with Astronaut Story Musgrave

Mark your calendars for Saturday, May 17 for a special dinner event with astronaut Story Musgrave. Details will be available soon. Visit <http://www.storymusgrave.com/> for more of the story on Story. ✪



### New Members Since the Last Newsletter

Steven Johnston, Petaluma  
Pansy Dzilvelis Family, Sebastopol  
Frank Mantellina, Santa Rosa  
Cyriaque Beurtheret Family, Santa Rosa  
Richard Dunlap, Sr. Family, Santa Rosa  
David Barron Family, Santa Rosa  
Tracy Wallace Family, Santa Rosa  
Michael Maszy Family, Santa Rosa  
John Robinson Family, Santa Rosa  
Lisa Ostrander, Santa Rosa

### Gift Shop January Special

Block the sun! Keep your head warm! "Uncover" with flair for the National Anthem! Throughout January all caps are 25% off. PCAM and other embroidered hats normally \$18 will be \$13.50. Silk-screened caps normally \$13 will be \$9.75. ✪



## President's Message

### Endings and Beginnings

As I write this at the close of the year, I am filled with thoughts of Hattie Stone who passed away on Monday December 23 after many years of contributions to her country, her community, and to the Pacific Coast Air Museum. It is difficult to sum up how Hattie's presence affected us at PCAM, but you'll get some idea through the article on page 1 of this newsletter. She will be sorely missed, yet her sense of community, energetic spirit, and determination to have a positive impact on the world will remain an inspiration to us all.

Then, as I reached into my in-box the other day, I saw a copy of a check from the William E. Medin family in memory of Bill Medin who had passed away recently. Getting on in years combined with a lengthy illness prior to his passing had taken Bill from our midst quite some time ago but memories of this great man still linger.

Bill was a worker-bee. He had a real passion for helping out around the museum and seemed to be involved in almost everything. Bill was also a very pleasant person to be around which endeared himself to the Museum family. Like Hattie Stone, and more through his actions than his words, Bill had a profound sense of leaving this world in better shape than he found it and he chose our museum as one place to make a difference. It occurred to me that so many of our volunteers are just like Bill, coming to the museum at a time in their lives when they still have something to give. There is seldom any fanfare upon their arrival and often the same when their time at the Museum comes to a close. In so many cases they simply stop coming or drift away with little opportunity for us to say a proper "Thank You" in recognition of their hard work. Given this situation it is even more important to say thanks while they are still here, a challenge that the Museum leadership should embrace and respond to accordingly.

Thank you, Bill Medin for all that you did for us. And thank you to the literally hundreds of hard-working volunteers who have come and gone and left for us this great achievement for all to enjoy.

### Flight Wing Update

First of all, thanks to all of you who have joined our meager band. Your gracious donation will be put to excellent use getting these aircraft in the air and keeping them there for others to enjoy. Mike Haiston and his team are already at work on the J-3 and are ordering the parts needed to repair the wings. Work is also progressing on the Cessna 170 with the disassembly of the control surfaces and removal of the engine. It seems that Thursday evenings from 5:00 p.m. to 7:00 p.m. are dedicated Cessna work parties. Despite the cold weather the group is hard at work on the airplane. There is an abundance of work to do encompassing all skill levels so if you are inclined to help, come on out. The sooner we can get these aircraft flying, the better.

### Twenty-Fifth Anniversary

2014 is the year of PCAM's 25<sup>th</sup> Anniversary. I foresee a bright future filled with growth, the development of the Flight Wing, and the progress of other exciting projects, all made possible by the large number of volunteers and contributors who exhibit the same spirit as Hattie and Bill. Please accept my thanks, and my wish that we all have many more years working together to make PCAM a suitable tribute to the veterans, civil aviation flyers, and others who are part of our rich aviation heritage. ★



Work on the Cessna 170 is well under way, and before long its engine should be cranking out all of its original 145 horsepower.

— Lynn Hunt

## Increase in Museum Fees

The Pacific Coast Air Museum is announcing an increase in entrance and membership fees. Beginning January 1, 2014, daily entrance to the museum is \$10.00 for adults (formerly \$9.00). Rates for seniors and children remain at the low 2013 prices (\$7.00 and \$5.00 respectively). However, to benefit larger families we have a new maximum “Family” rate that allows a family group of any size to enter the museum for a total of \$30.00. Museum annual membership is now \$40.00 per individual (formerly \$30.00) and \$60.00 for families (formerly \$45.00). Membership for World War II and Korean War veterans and their spouses is free. Life membership remains at \$1,000. Flight Wing memberships (in addition to regular memberships) are \$25.00 for individuals and \$50.00 for family. ✪

## T-37 Tweet Gets New Decals

Have you checked out the Tweet lately? Dave Sandine, Jim Mattison, and Tony Bassignani recently applied a bunch of new warning placards, engine decals, and other markings. These were all generously created and donated by Peter Gast of All Sign Lettering. The “Tweet” is one of our most-often used climb-aboard planes, since it’s easy for



Left to right: Tony Bassignani, Dave Sandine and Jim Mattison, and the T-37.

smaller children to get into. It’s also a fairly simple aircraft as far as jets go. This makes it easy for a kid to grasp that “I could fly this plane!” It gets them interested, and it gets them involved. Its polished appearance is also a huge benefit in winning over the hearts and minds of our visitors and contributors, who are more willing to support a museum with pristine exhibits cared for by devoted volunteers. It also provides a far more suiting tribute to the many Air Force pilots who trained in the Tweet in service of their country. Hats off to Dave, Jim, Tony, and Peter of All Sign Lettering! ✪

## January in Aviation History...

In late 1966, North Vietnamese MiG-21s were causing havoc among U.S. aircraft. Col Robin Olds, commander of the 8th Tactical Fighter Wing in Thailand, devised “Operation Bolo” in which F-4C Phantoms would carry the same radar jamming pods and follow the same flight profiles as F-105 fighter-bombers, to lure the MiGs into a trap. On January 2, 1967, Olds led 16 of these into North Vietnam. The North Vietnamese pilots were fooled and came up, only to be jumped by the heavily armed F-4s. 7 MiGs were shot down that day, Olds getting one himself. No F-4s were lost. PCAM has an F-4C that served in the 8th TFW under Olds and is identical to the Bolo F-4s, though missing the electronics pod. ✪





## The Pacific Coast Air Museum

### Location

One Air Museum Way, Santa Rosa, CA, 95403  
[www.pacificcoastairmuseum.org](http://www.pacificcoastairmuseum.org)  
707-575-7900

At the Charles M. Schulz-Sonoma County Airport, north of Santa Rosa. Hwy 101 north to Airport Blvd. and go west. Turn left on North Laughlin Rd, right on Becker Blvd. then right on Air Museum Way.



### Hours

Tuesday, Thursday, Saturday and Sunday.  
10:00 a.m.—4:00 p.m.

### “Climb Aboard”

A selected aircraft is available to “Climb Aboard” the third weekend of each month (weather permitting). Please visit our web site at [www.pacificcoastairmuseum.org](http://www.pacificcoastairmuseum.org) or call 707-575-7900 for details or more information.

### Member Meetings

Normally held on the third Wednesday of each month, 7:00 p.m. at Mesa Beverage Company, Inc. 3200 N. Laughlin Road, Santa Rosa, CA

### “Straight Scoop” Newsletter

The museum newsletter, “Straight Scoop” is published monthly and is available online on the museum’s web site. Members are encouraged to submit articles for possible publication. Deadline: the 26th of the month prior to publication. All articles in the newsletter are covered by copyright. If you wish to submit articles or use any of the content, please contact Peter Loughlin, Editor: [pcam-news@loughlinmarketing.com](mailto:pcam-news@loughlinmarketing.com), 707-575-7900.

### Membership Renewals

\$40 per year individual; \$60 per year for families. Send renewals to the museum, address below.

### Address Corrections

Please send to Pacific Coast Air Museum, One Air Museum Way, Santa Rosa, CA 95403

Visit our web site at [www.pacificcoastairmuseum.org](http://www.pacificcoastairmuseum.org) or call 707-575-7900 for more information.

Read the “Red Baron Flyer,” the quarterly newsletter of the Charles M. Schulz-Sonoma County Airport: <http://www.sonomacountyairport.org/red-baron-flyer>

## Board of Directors

Glenn Barrett	707-479-5209
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Art Hayssen	707-321-2040
Steve Herrington	707-575-7900
Julia Hochberg	707-523-2800
Lynn Hunt	707-235-2552
Kristina Keck	707-583-7911
Allan Morgan	707-575-7520
Jim Sartain	707-528-1400

## Officers

<b>President</b>	Lynn Hunt	707-235-2552
<b>Vice President</b>	Jim Sartain	707-528-1400

<b>Secretary</b>	Kristina Keck	707-583-7911
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<b>Controller</b>	Tim Delaney	707-542-1110
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<b>Chief Financial Officer</b>	Judy Knaute	707-545-7447
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<b>Director of Museum Operations</b>	Christina Olds	707-636-4090
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<b>Director of Marketing</b>	Doug Clay	925-736-7962
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<b>Director of Aircraft &amp; Exhibits</b>	Ron Stout	707-327-8199
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<b>Director of Aircraft Acquisitions</b>	Mark Fajardin	707-477-0377
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<b>Director of Flight Operations</b>	Lynn Hunt	707-235-2552
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<b>Air Show Director</b>	Wayne Seamans	707-575-7900
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<b>Director of Education &amp; Special Events</b>	Allan Morgan	707-575-7520
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## Valuable Assets

<b>Administrative Assistant &amp; Facilities Manager</b>	Duane Coppock	707-546-4388
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<b>Aircraft Acquisitions</b>	Mark Fajardin	707-477-0377
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<b>Educational Tour Coordinator</b>	Allan Morgan	707-575-7520
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<b>Exhibits Coordinator</b>	Mary Jane Brown	707-566-9032
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<b>Guest Speaker Coordinator</b>	Charley Taylor	707-665-0421
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<b>Business Development Dir.</b>	Roger Olson	707-396-3425
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<b>Membership Records</b>	Mike George	707-575-7900
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<b>Sunshine &amp; Sympathy</b>	Diana Watson	707-578-6883
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<b>Planned Giving Coordinator</b>	Barbara Beedon	707-695-3683
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<b>Oral History Program</b>	Barbara Beedon	707-695-3683
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<b>Volunteer Coordinator</b>	David Kinzie	707-575-7900
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<b>Volunteer Coordinator: Air Show</b>	David Kinzie	707-575-7900
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<b>Volunteer Chair Emeritus</b>	Norma Nation	707-525-9845
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<b>Newsletter Editor</b>	Peter Loughlin	707-704-6498
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<b>Web Administrator</b>	Peter Loughlin	707-704-6498
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**PCAM YouTube Video Channel**  
<http://www.youtube.com/user/PCAMvideos>



## **STRAIGHT SCOOP**

### **January 2014**

*Climb Aboard  
DC-6 Cockpit  
February 15 & 16, 2014  
(No Climb-Aboard in January.)*

#### **REMEMBER THESE DATES**

Wednesday January 15	7:00 p.m. - 9:00 p.m.	PCAM Member Meeting at Mesa Beverage
Friday February 21	6:00 p.m. - 7:30 p.m.	Aviation Explorers Group Meeting at PCAM Conf. Room
Wednesday February 19	7:00 p.m. - 9:00 p.m.	PCAM Member Meeting at Mesa Beverage
Thursday April 3	11:30 a.m. - 1:30 p.m.	Hot Dog Thursday
Thursday May 1	11:30 a.m. - 1:30 p.m.	Hot Dog Thursday
Saturday May 17	TBA	Dinner Event with Astronaut Story Musgrave

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