



PCAM Has Big Day at Hobby Expo 2013

On Saturday February 9, PCAM participated in the annual Hobby Expo held at the Petaluma Community center. Sponsored by HobbyTown USA in Petaluma, this expo is the North Bay's premier event for model makers of all types: aircraft, boats, trains, automobiles, museum displays and more. This year's theme was "Models from the Movies." PCAM's Duane Coppock and Christina Olds were joined at the PCAM table by veteran modeler and PCAM member Billy Collins. The PCAM table featured three of Billy's outstanding scale models. Sales of Christina's book "Fighter Pilot" and a history book about the Sonoma County airfield netted PCAM \$450. Congratulations and thank you to Christina, Billy and Duane! Even more outstanding was the number of visitors to the PCAM table, the vast majority of whom had never had any exposure to the Pacific Coast Air Museum or Wings over Wine Country Air Show.



Duane Coppock shows off display models, air show promotions, and books for sale at the PCAM table.

The Expo's approximately 2,000 visitors were drawn largely by a roster of movie modeling celebrities. A two hour panel discussion and question and answer session featured former ILM employees Don Bies of White Room Artifacts, Lorne Peterson, Larry Tan, John Goodson, Kim Smith, Nelson Hall, Fon Davis of Fonco Creative Services and surprise guest and former ILMer Grant Imahara, star of TV's "MythBusters". These folks have worked on some of the most significant and magical blockbuster movies including Indiana Jones, Ghostbusters, Jurassic Park, the Star Wars series, Pirates of the Caribbean, Galaxy Quest and many more.

Many Pacific Coast Air Museum members attended the Expo and had a grand time wandering through the exhibits. An unexpected side benefit was Ron Stout's meeting of the minds with model fabrication expert Fon Davis. Ron is seeking alternatives to buying hard-to-find aircraft parts and is now thinking, "Why try to find Sidewinder missiles on eBay when we might be able to fabricate them?"

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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"

President's Message

Your museum staff is currently hard at work planning several fun activities for 2013. They more or less fall into two categories.

The first is Fund Raisers and includes events such as our Wings Over Wine Country 2013 Air Show. This event takes a small army to plan and execute. Another one will happen in October. This is shaping up to be a gala event to honor our Veterans from all generations. This event will include a delicious dinner, several notable speakers, a silent auction and a few surprises. Our Director of Museum Operations has the lead on this one and is looking for volunteers who might want to help organize it.

We are calling the second category Fun-Raisers. These are events that are simply designed for having

fun, something we can always use more of. In this category we are including our annual Pig Roast. This year it is included in the budget and is organized and staffed by the board members. It is intended for the hard-working volunteers as just another way to say thanks. We are also planning other activities around our open-cockpit weekends. Look for Movie Night where aviation-oriented classic films will be shown outdoors on a large screen. Admission will be free as will the popcorn. Bring a comfortable chair and a blanket in case it cools off early and come enjoy the movies with us.

The list of events is too long to cover here. Watch the newsletter for details and plan to come out and enjoy your air museum. I can't think of a better reason to have one!

— Lynn Hunt

PCAM Has Big Day at Hobby Expo 2013

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It was an excellent day of public exposure for PCAM and good fun for the members who attended. [Take a look at some of Fon Davis' Hobby Expo photos](#) here. We encourage everyone to attend next year! ★



Gift Shop March Specials

For those of you who missed the Hobby Expo and would like to indulge your own (or somebody else's) first or second childhood or create your own historical replica by assembling an aircraft model, come to the gift shop! Mention this article and receive 75% off already marked down clearance model kits, including:

- **CH-53E Super Stallion** 1/48 scale
Was \$49.99 now **\$12.99**
- **1939 Northwest Airlines DC-3...** Diecast!
Was \$99.99 now **\$25.00**
- **P-47D Thunderbolt** 1/48 scale
Was \$15.99 now **\$4.00**
- **Mercury & Gemini Capsules** 1/48 scale
A ridiculously low **\$2.99**
- **SAS 747 Boeing Jumbo Jet** 1/144 scale
Was \$39.99 now **\$10.99** ★

These are fantastic, lower-than-the-Internet prices. The CH-53, P-47, space capsules, and 747 are all plastic models. The DC-3 is a special metal model. The model boxes are all pictured at left. ★

PCAM Presence at Windsor Expo

By Roger Olson

The Annual Windsor Chamber of Commerce Business Expo is the most popular local business event of the year. PCAM had a table at the 21st annual event in early February to showcase the Museum to the Windsor community and beyond. By attending each year we increase our visibility and have an opportunity to promote and talk to our potential supporters and fellow business owners in the Windsor area. Thanks to the Board members who assisted me with this event: Tom Chancy, Julia Hochberg, Christina Olds, Allan Morgan, Linda Morgan and Jim Sartain. ★



The PCAM table at the 21st Annual Windsor Chamber of Commerce Business Expo was decked out with aviation memorabilia and Air Show material to remind visitors of the excitement and value we provide the community.



Roger Olson and new Board member Julia Hochberg

March in Aviation History...

On March 10, 1967, USAF Captain Merlyn Dethlefsen and Captain Kevin "Mike" Gilroy were flying their F-105F "Wild Weasel" on an anti-SAM mission to the Thai Nguyen steel works in North Vietnam. Despite damage from ground fire and being attacked by two MiG 21s, they stayed and destroyed their target. Captain Dethlefsen was awarded the Congressional Medal of Honor and Captain Gilroy was awarded the Air Force Cross. PCAM has an F-105F in its collection that is similar to the plane they flew and wears similar camouflage. As reported in the February issue, new equipment for the front cockpit is on its way, helping us complete the restoration of this historic aircraft. ★



In Case You Missed It: February 20 Member Meeting Guest Speaker

Don Fraser: From Crusaders to Peanuts

Our guest speaker on February 20 was Don Fraser, former Captain and fighter pilot with the U.S. Marine Corps. He spoke about flying F-8 Crusaders and A-4 Skyhawks, and how that led to an even longer career licensing Peanuts merchandise and working with Charles M. Schulz. He also discussed his book "Security Blankets: How Peanuts Touched Our Lives".

Don began his military career in 1953 with a desire to go to college. He went to Northwestern University in Illinois under the NROTC (Naval Reserve Officers Training Corps) program. Before he started classes there was the small matter of a shakedown cruise, which took him to Rio de Janeiro aboard the battleship Wisconsin BB-64. He suffered the usual indignities visited by shellbacks upon all who "cross the line" for the first time, but had a good experience overall.



Don and his F8-U Crusader

First Flight Training

In the summer after his sophomore year he was sent to Pensacola for a shakedown cruise of another sort. To find out who had the makings of a pilot, instructors would take the cadets up in SNJs and "really wring that little airplane out." Don apparently had the right stuff, because he kept his lunch down, thought it was a lot of fun, and wanted more.

Shortly after this, he opted for the Marine Corps. One day while in officers' boot camp he was faced with the option of a 20-mile forced march or staying behind to take a flight qualification exam. He opted for the exam. He passed, and thus are major life choices made.

Helos? Multis? Fighters? Take Your Pick

He was soon in flight training. He flew T-34 Mentors and graduated to T-28 Trojans in which he learned formation flying and gunnery. Before he got to carrier qualification, he was told he was going to fly helicopters. He completed instrument training, and was then told that the helicopter training pipeline was full and that he'd be flying multi-engines instead. This sounded good. This sounded like a future career as an airline pilot. He was shipped to Corpus Christi Texas. They told him they were sorry, but the multi-engine training pipeline was full and that he was going to fly F9F-8 Cougars instead.

It became clear very quickly that if you flew the Cougar by the book, you'd be all right. If you flew it your own way you'd end up in trouble. Don finished his training in September 1958 with about 140 hours in the F9F. This included his first experience with air-to-air gunnery. When asked what assignment he wanted, he chose El Toro in Southern California.

F8U Crusader: The Last Gunfighter

Not so fast. You can't fly a plane that hasn't been delivered yet, and

VMF-323 had to wait five months for theirs. In the meantime, Don was sent to Navy Justice School. Upon his return two months later he was made the squadron's legal officer.

But it was worth the wait. The F8U Crusader was the last American fighter with guns as the primary weapon, thus its moniker "The Last Gunfighter." It had a top speed of mach 1.8 and a 58,000 foot ceiling. And it could be very difficult to fly. It had the highest accident rate of any other fighter during the Vietnam era, and some were known to have suffered wing separation.

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But like the F9F before it, if you flew it within the published specs and envelope you'd be all right.

Because he had more swept-wing time than anyone else in the squadron he was assigned to training duties. It felt strange as a lieutenant to be teaching colonels how to fly, and some did not take his advice well.

The F8U was so new that the book on Crusader tactical flight had not been written yet. VMF-323 was a pioneer, one of the first West Coast USMC squadrons to fly the plane, and its pilots helped figure out the rules that Crusader pilots flew by for the next twenty years.

This included carrier landings. They practiced on land first, and were then assigned to the Oriskany CVA-34. She was a small carrier, and her fourth arrestor cable had been removed because under certain conditions the big Crusader could go over the port side if the pilot snagged that last cable. Having only three wires made landings far more challenging. One day the squadron commander (a lieutenant colonel) caught the third wire too far to the left and ended up dangling over the side. They managed to haul him back onto the deck. To his honor, he climbed directly into another Crusader, launched, and completed his carrier quals.

Don finished that cruise with 106 hours in Crusaders. That was the only cruise he experienced, and the last time he flew Crusaders. Shortly after they returned, he received orders to report elsewhere to be the legal officer. He returned to flying F9Fs. His tour of duty ended in September 1960, after which he decided to return to graduate school at U.C. Berkeley.

He joined reserve squadron VMA-133, and flew A-4

Skyhawks out of Oakland. This was a different experience, as "Scooter" was a low-altitude attack plane, quite responsive, and very fun to fly. He was trained in "Sand Blower" ops and toss-bombing nuclear attack techniques. On these missions they would fly about 50 feet off the deck, with a partner flying a little higher to do the navigating. He recalls one such mission when he inadvertently ended up below 50 feet, playing chicken with a car on a highway near Yuma Arizona. Apparently both escaped with their paint mostly intact.

Charles Schulz and Peanuts

Years previously at Quantico, Don's friend Harley Chapman had introduced Don to the Peanuts comic strip, saying "Fraser, if you've got any brains at all

you've gotta learn and understand what's in Peanuts." This was the start of a very meaningful and long-lived relationship between Don and the Peanuts characters.

Don stopped flying for the military in 1962 after finishing his MBA, and after seeing too many of his friends killed in training because of maintenance problems.

After four jobs in four years he ended up with an advertising agency in San Francisco. They bought rights to the Peanuts characters on behalf of Dolly Madison bread and cakes, creating a brand association that lasted decades. One particularly successful event involved a Fokker DR1 and a Sopwith Camel flying over a football game in

Kansas City. On queue, the entire audience stood up and shouted "Curse you, Red Baron!" This and other successes led Don and a colleague to start their own business around licensing the rights to the Peanuts characters, often working directly with Charles "Sparky" Schulz. This was 1968 and he never looked back.



Don and an A-4 Skyhawk at
NAS Alameda

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Don and Sparky got to know each other quite well, playing tennis and working together on numerous Peanuts branding projects. Don eventually obtained the rights to Peanuts branded clothing and jewelry, a business he managed from 1974 through 2004.

Back in 1965, Harley Chapman had been shot down flying a Crusader over Vietnam and had not been heard from. Unknown to anyone but the Viet Cong, he spent 7 1/2 years in the Hanoi Hilton, subjected to all the ill treatment that place was so infamous for. Then in 1973 his name appeared on the manifest of one of the aircraft bringing POWs home.

After being missing in action for five years, Harley had been declared legally dead. He had a son he had never seen. His wife had remarried after six years. Now, in 1973, Harley had to adjust to all this while dealing with memories of Vietnam. Harley is obviously a man of tremendous character. Despite all that had happened to him, he reacted philosophically and decided that his wife had done the right thing under the circumstances.

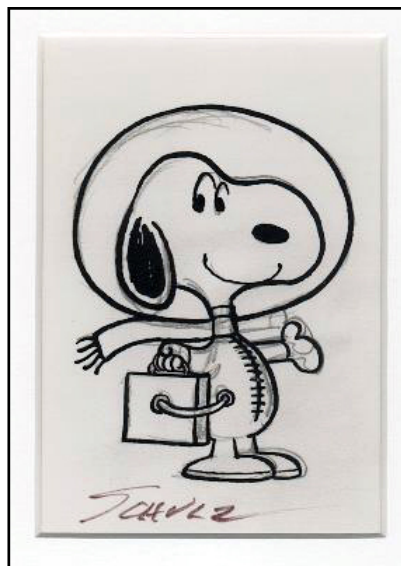
Sparky's Talk with Harley

To welcome him back, Don invited Harley to his home in Palo Alto after being released from the VA hospital. By chance, Sparky Schulz was to be there the same day.

That night, the man who had changed Don's life by introducing him to Peanuts, who subsequently suffered so much in service to his country, got to meet and talk long and intimately with the man who had a such an influence on his own psyche. Harley opened up to Sparky and spoke at length about his experiences. When dessert was served, Sparky asked Harley if he had craved sweets during his confinement. He answered, "Sparky, what you really wanted more than anything else was to walk over to that door, turn the handle, and walk outside. Basic freedom was the most important thing in your life and that's what you really thought about."

We take great pleasure in reporting that Harley Chap-

man remarried two years after this. He and his wife now split their time between homes in Cleveland and Mexico.



Sparky Schulz's first-ever drawing of Snoopy as an Astronaut

Snoopy Rides the Saturn V

Snoopy was used by NASA's space program as the mascot for its safety awareness campaign starting in 1968. His face appeared on posters and later on highly coveted silver pins that were awarded to all astronauts and other outstanding team members. These pins were and still are treasured by those who received them.

So Snoopy (in silver pin form) has actually been to the moon several times. Don was there when Sparky drew his first sketch of Snoopy as an astronaut, and he brought that sketch to show us.

Book: Security Blankets

After Charles Schulz's death in 2000, Don saw the need for a book that collected some of the anecdotes about how Sparky and his Peanuts characters affected real people. The result was "Security Blankets: How Peanuts Touched Our Lives." Don dedicated his book to Lt. Col. Harley Chapman. You'll also read of a U.S. Air Force pilot who ejected over Vietnam and spent many years as a captive. The first communication he received from the outside world was a Peanuts card with messages of love and support from his family. This collection of 51 true stories shows the connection people have with Sparky's adored cartoon. It's available online at Amazon.com and in the PCAM gift shop—and Don donated ten copies for the gift shop to sell!

We all express our gratitude to Don Fraser for his outstanding presentation, his donation, and for providing the photos for this article. ★

March 20, 2013 Speaker Information

Commander Ken Wood, Navy Test Pilot – Operational Test and Evaluation

Commander Ken Wood, USN (Ret.) “Woodstock” will be talking about his experiences as a Naval Aviator including Navy Test Pilot School and flying projects while assigned to VX-5 at Naval Air Test Center, China Lake, CA. While there, he worked on anti-radiation missile tactics and laser guided bomb tactics for the A-6E. He finished his Navy career as the Program Manager for the A-6F program at Naval Air Systems Command in Washington, DC. (1984-1987)



Commander Wood was born in New Jersey and grew up in Pennsylvania. A graduate of the University of Nebraska NROTC Program with a BS in Chemical Engineering, he was commissioned as a Naval Officer in 1967 and received his Navy wings in November 1968.

His initial fleet squadron was with the “Swordsmen” of VA-145 flying the A-6 Intruder. He served as Landing Signals Officer (LSO) and Tactics Instructor in the A-6 Replacement Squadron (VA-128) and returned to VA-145 for his second fleet tour. He was selected for US Navy Test Pilot School at Patuxent River, Maryland and graduated with distinction in November 1977.

Ken’s first test assignments included operational test

pilot at VX-5 followed by a tour with Carrier Group 7 as Strike Warfare Officer and VF-126 at NAS Miramar as flight instructor for out-of-control flight recovery. While on shore duty, he earned an MS degree in Systems Management with the University of Southern California. Ken’s last tour was as Program Manager for the A-6F in Washington DC.

Following his Naval Service, Ken was an Avionics Marketing Manager for 24 years with several aerospace companies including Singer, Smiths Industries and Rockwell Collins. Ken is now retired and living with his wife Beverly and dog Samantha in Sonoma, CA. ★

Hot Dog Thursday Returns April 4!



Mark your calendar, because the first hot dog of the 2013 season is scheduled to be served on April 4 on the museum patio. Join us between 11:30 and 1:30. \$5.00 (\$4.00 for members) gets you admission, a large hot dog, chips, chili, and soda or water. ★

Air Show Flashback

A USMC AV-8B Harrier taxis past show center on its way to the runway for its demonstration flight. Three Harriers were present, in honor of the 100th anniversary of USMC aviation. Two flew, and one was on static display.



Photos from a PCAM Visitor

Recently we received an email from David Ebersole of San Jose, California. He visited our museum not long ago and had these kind words for us: "I had the pleasure of visiting your lovely museum this past Thursday... You have a nice collection and a truly great team of volunteers." He also took these stunning photos and we are grateful to him for giving us permission to publish them.



- We may edit the story or adjust the coloration or size of images.
- If you send us something, we will assume you give permission for PCAM to use it in the Straight Scoop newsletter, website, and other museum publications.

If you have photos of your own or an interesting story you'd like to see published in the Straight Scoop, let us know! Things to keep in mind:

- Your photo or story must be related to aviation or aircraft, and be suitable for a general audience. Stories of your own aviation experiences are greatly appreciated.



- We can't promise to publish your submission. What goes in the Straight Scoop newsletter depends upon available space, scheduling, other content, and other factors.
- Regarding photos, we will give preference to pictures of planes or artifacts in the PCAM collection, or to photos from your own personal aviation history.

Kindly send any submissions to Peter Loughlin at

pcam-news@loughlinmarketing.com ✪

Brush Creek Montessori School Learns about Aviation at PCAM

On Thursday February 21 PCAM was privileged to educate and entertain students from Brush Creek Montessori School. As part of their studies of aviation, fourteen students visited for about two hours to get a more hands-on experience than could be had in the classroom. Five teachers and parents accompanied them. PCAM's Allan Morgan taught a class in the history and physics of flight, and then led them on a tour of the grounds and aircraft. They climbed aboard the Huey, and were given lessons in basic helicopter operation. The gift shop also held a special



PCAM Director of Education & Special Events Allan Morgan teaches the kids some basic aeronautics.

fascination, as it does for all our younger visitors. We later heard from teacher Melissa Hatcher that Allan is "a very engaging teacher, and the kids all really enjoyed it and learned a lot". Thank you Allan for taking such good care of our guests, and thank you Melissa and class for your visit! ★



Helicopter lessons. PCAM's hands-on environment was popular with the kids, as it is with everyone.

Wings Over Wine Country Air Show 2013 Performer Preview

At the February 20 member meeting, our new Air Show Director Wayne Seamans listed the performers we have signed so far for the August 2013 show. This lineup could change, so don't get too excited yet!

- Michael Goulian and his Extra 330SC
- Julie Clark and her T-34
- Eddie Andreini and his Super Stearman
- Kent Pietsch and his Interstate Cadet
- Greg Colyer and his T-33
- DC-4 tanker: a spectacular low-level flyer
- OV-10 Bronco
- FA-18 Super Hornet Demo Team
- C-17 Globemaster, on static display
- T-38 from Beale AFB
- U-2 Dragon Lady

The military presence will depend upon the status of budget "sequestration." Keep your fingers crossed. ★



Bus Tour in Planning: Nike Missile Site & USS Hornet

Planning for the Museum's annual bus tour is under way. We are looking at the Nike Missile Site at the Marin headlands and the USS Hornet in Alameda. The tentative date is Saturday June 1, so mark your calendar.



During the tense years from 1953 to 1979, the United States Army built and operated a total of 280 Nike missile batteries in the United

States. These missile sites were to be the last line of defense against Soviet bombers. Luckily none were ever launched in anger. Today, volunteers work in partnership with the GGNRA on the continuous task of restoration at site SF-88, which has been turned into a museum. This valuable historical resource is the only restored Nike missile site in the country. Many of them still dot Bay Area hilltops, but all are sealed except this one. This will be a great chance for you to

see the tools of the Cold War up close. You can ride the elevator that raised the missiles and see the underground facilities.



The USS Hornet Museum is an unforgettable experience.

- See historic aircraft and exhibits of WWII, Vietnam and the Apollo Moon missions: TBM-3E Avenger, a genuine Apollo Space Capsule, SH-3H Sea King – used in the movie "Apollo 13", HUP-1 Retriever, UH-34D Seahorse, FJ-2 Fury, F-11 Tiger cockpit section, TA-4J Skyhawk "Aggressor", F8U-1 Crusader, and more. Many will look very familiar to PCAM folks.
- Walk through officers' country, crews' berthing, medical spaces, pilot ready room, hangar deck and flight deck.
- Get a privileged view of the flight deck from the towering captain's bridge.

Stay tuned. You will see more information such as times and costs in upcoming Straight Scoops. 🌟

With Deepest Condolences And Gratitude: Ernest Pegg

PCAM is saddened to announce the passing of member Ernest Layton Pegg, who died February 22. Ernest was a Pacific Coast Air Museum member, a native of Santa Rosa, and an aircraft mechanic in the U.S. Navy. We at PCAM are deeply touched by Ernest and his family's request that in lieu of flowers, donations were to be made to the Pacific Coast Air Museum. As a result we have received many generous gifts from Ernest's family, friends, and colleagues. To those of you who contributed, please know that your gift will be used to keep alive the memory of the aircraft he loved and the men and women who flew and maintained them in service to their country. 🌟

New Members Since the Last Newsletter

Owen Cate – Santa Rosa
Lee Caspari, June Albor – Santa Rosa
Mark & Amy Crabb – Windsor
Thomas Bria Family – Burlingame
Jennifer & Carlos Cashman – Forestville
David & Kathy Bruce – Santa Rosa
Kevin Brewer Family – Glen Ellen
Paul Naepflin – Santa Rosa
Holly Harrison Family – Santa Rosa
John Chavez – Windsor
Kristin Maguire – San Rafael
Billie Johnson – Rohnert Park



The Pacific Coast Air Museum

Location

One Air Museum Way, Santa Rosa, CA, 95403
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.
10:00am—4:00pm.

“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 or call 707-575-7900 for details or more information.

Member Meetings

Normally held on the third Wednesday of each month, 7:00 pm 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 highly encouraged to submit articles for possible publication. The deadline is 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, in care of the Pacific Coast Air Museum, One Air Museum Way., Santa Rosa, CA 95403, pcam-news@loughlinmarketing.com 707-575-7900.

Membership Renewals

\$30 per year individual; \$45 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

Please visit our web site at

www.pacificcoastairmuseum.org

or call 707-575-7900 for details or more information.

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STRAIGHT SCOOP

March 2013

*Climb Aboard
H-34 Choctaw Helicopter
March 16 & 17*

REMEMBER THESE DATES

Wednesday, March 13	8:30 a.m.	Board of Directors Meeting at the Museum
Wednesday, March 20	7:00 p.m.	Membership Meeting
Thursday, April 4	11:30 a.m.	Hot Dog Thursday — The first in 2013!
Wednesday, April 10	8:30 a.m.	Board of Directors Meeting at the Museum
Wednesday, April 17	7:00 p.m.	Membership Meeting
Thursday, May 2	11:30 a.m.	Hot Dog Thursday
Saturday May 18	10:00 a.m.	PCAM float in Santa Rosa Rose Parade
Saturday May 18	6:00 p.m.	Movie Night at the Museum
Saturday June 1	8:45 a.m.	Bus trip to Nike Missile Site & USS Hornet
Saturday June 22	5:30 p.m.	“Moon in June” Dance and BBQ at the museum

Pacific Coast Air Museum
One Air Museum Way
Santa Rosa, CA 95403
707-575-7900
www.pacificcoastairmuseum.org