



PACIFIC COAST AIR MUSEUM

Jul-Sept 2022

President's Message

Greetings,

The first six months of the year have been great for PCAM. We set records in attendance for Hot Dog Thursday, at a few private events, and with the amazing Top Gun Weekend and the debut of our F/A-18 Hornet. We also acquired a beautifully restored 1943 Interstate L-6 Grasshopper not long ago.

Things once again have started up with construction plans to finalize our move. Meetings with the airport manager have taken place to further our progress with PRMD to get closer to pulling permits. Unfortunately, it's still going to take fundraising and donations to complete our remodel.

Continued changes around the property are coming along. Aircraft are getting long overdue maintenance, painting and rearrangement. We have completed the cleanup of Area 52 (our maintenance area on the south side of the airport.) Soon we will be cleaning up the south side of the Butler Hangar and creating new displays within. Up and coming events on the calendar are July 23 Movie Night at PCAM, August 20 LZPCAM, and the September 17 Wheels & Wings Car Show. More information will be released soon. Keep your eyes on the horizon for these events.

Chris Brown
President

Flight Wing Message

By Lynn Hunt, Flight Wing Director



We have taken delivery of our newly acquired L-6. Thank you, Janet Lombard, for your thoughtful consideration and generous donation. This very special airplane was nicely restored by Janet's late husband, Larry, and we will honor his memory and Janet's wishes by giving lots of rides in it.

We will also be relaunching other Flight Wing aircraft after the 2020 stand down once we are able to raise the money to cover the necessary insurance. This presents a great chance for young and old to come out and get involved with the operation and support of these very special aircraft. Some organizational improvements still need to be made in Hangar 202 to improve its usefulness. We continue to accumulate donated material that is destined for the Flight Wing. Once we sort through the boxes and latch on to useful artifacts, tools and aircraft parts, what remains becomes excellent material for our annual Aviation Flea Market.

We still need volunteers interested in working on any of our very special restoration projects. We can easily accommodate any level of experience or skill. But, most important, mark your calendars and plan to attend our monthly FW Meeting/BBQ held on the last Wednesday of each month beginning in April. Whether you are a FW member or not you are invited. We always have fun, and the food has a reputation for being outstanding. We need to kick up our heels before the next round of COVID (or something else) comes around. Please join us.

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PCAM Value Statements

Integrity: Demonstrate daily the highest levels of honesty and strong moral principles.

Accountability: Be accountable to our members, our patrons and our community.

Customer Service: Strive to achieve the highest levels of service and satisfaction.

Achievement: Become a recognized and valued asset to our community.

Education: Complement local institutions with unique learning opportunities.

Innovation: Constantly evolve the museum, the stories it tells and how it tells them.

Diversity: Create a climate of respect that is supportive of a diverse organization.

PCAM Mission Statement

"To educate and inspire both young and old about our aviation heritage and aerospace technology, to preserve historic aircraft and artifacts, and to honor veterans."

PCAM History: Lynn, Steve and the Lodestar

By Dave Carlson

This story originally appeared in the December 1990 edition of "As the Prop Turns." The story interested me for several reasons. One was the mention of several key airmen living and working in Sonoma County. Another was the story of an aircraft based at Santa Rosa Airport designated the Lockheed C-60 Lodestar.

The Lodestar history for Lockheed involves Clarence Kelly Johnson, one-time head of the "skunkworks" and the multiple-rudder designs. The original name of the company was Alco Hydro-Aeroplane Company, but it was changed to Lockheed, the phonetic spelling of the surname of the founders, Allan Lockheed, nee Loughhead (1889-1969), and his brother Malcolm Loughhead.

Powered by two Wright R-1820-87 "Cyclone" radial engines of 1200 horsepower each, the C60 was the military designation of the Lodestar. A total of 625 were built. This model's civilian designation was "Model 18."

Unfortunately for Lockheed, attempts to sell this aircraft to the airlines failed because it arrived too late to compete with the Douglas DC-3 already in service. The aircraft had a successful career with the military during WWII, however.

Steve Penning tells the story of a day in November 1990, when he flew his restored Lodestar from Santa Rosa to Robins AFB in Georgia. The crew aboard included Lynn Hunt, Steve Penning, Bruce Etchell and Dave DeWitt. I am guessing that these guys also partook of the multiyear effort to restore the aircraft to flyable condition.

A LORAN navigation system was installed (LORAN=LOng RAnge Navigation), which operates (or did) on 1.85 and 1.95 MHz, the 160-meter amateur radio band. I'm not sure why this was done as VOR (VHF omnidirectional range radio, a 3-300 MHz frequency band) was (and is) the waypoint navigation system.

In any case, the trip included way points at Las Vegas and Albuquerque and ended the first day in Lubbock, Texas. Steve said the average ground speed was 210 knots, that this segment required 518 gallons of fuel (at 6 bucks a gallon, that would be rather costly today), and took 5-½ hours. Not too bad.



dinner in Lubbock. Saturday morning at 0-dark:30 local time with a 3000 foot overcast the craft and crew launched for the final leg to Macon, Georgia. The weather became increasingly better all of the way to Georgia with clear sky conditions beginning around the Mississippi River.

We entered the pattern at Robins AFB at about 12:15 pm and made two low approaches for the cameramen and museum staff on the ground and then made the last landing ever for the "Classy Chassy." The base commander, museum director, and several museum members met the crew after engine shut down.

After removing various personal effects and extra parts, the crew took a two hour bus ride to Atlanta to catch a 51/2 hour B-767 ride to San Francisco where Lori picked us up and drove us another 13/4 hours to Santa Rosa. We had been in the air 101/2 hours, used 950 gallons of fuel, 4 gallons of oil, covered 1950 miles in the Lodestar, drove 4 hours and flew 1900 miles in a B-767 in two days. The Lodestar ran perfectly the entire way - even all of the avionics worked!

What are Lori and I going to do with two Convairst?, hopefully sell both of them in Tucson, Arizona, then buy a



Lynn, Steve, Bruce and Dave before departure.

house and some other warbird. Yes, it was very sad to leave "Classy Chassy" never to fly again, but it has gone to a very good home where many people will be able to see her.



Classy Chassy before her last take-off at Sonoma County.

The rest of the story, scanned directly from the December 1990 edition of "As the Prop Turns"

Display Preservation Resurrection of the Black Knight

By Mark R. Fajardin Sr.

Friday, September 3, 2021 was a day like any other. I grabbed my morning cup of coffee and checked my correspondence. As I scanned through the various emails, one title gave me pause and my sleep-filled eyes grew wider. It was from the National Naval Aviation Museum. An F/A-18A Hornet located at the Flying Leatherneck Museum on Marine Corps Air Station Miramar was available for acquisition. "Do you want it?"

I have been waiting 28 years for this email. As I stared at the screen in disbelief, I suddenly realized my fingers were already typing the response. ABSOLUTELY YES!

I put on my program manager hat and started planning the procedures, personnel, logistics, and support for the recovery and restoration of our Hornet. I requested the Hornet's history from NNAM and this is how it reads: VFA-161 1987 / VFA-125 1988 / VMFA-531 1989 / VMFA314 1990-1995 / VMFAT-101 1996-2005.

What jumped out at me was the year 1990, Desert Shield. I researched VMFA-314, the Black Knights' history, and sure enough they were in the Persian Gulf War flying over 1,500 hours and 814 combat sorties, more sorties than any other Navy or Marine Corps squadron. PCAM now had its second Desert Storm Veteran. I went to work resurrecting the Black Knight that lay sleeping beneath the green paint.

I settled on replicating VMFA-314's ceremonial paint scheme when they said goodbye to their Legacy Hornets in 2019 and contacted my friends at Navy Fighter Squadron Two for the current F/A-18 Hornet federal standard paint codes. I sent the paint codes to Jim Cook and he was off and running to procure them as I switched gears to get all those Black Knight markings created. Fortunately, I had taken the time to measure all of the Black Knight markings while at Miramar on a VMFA-314 Hornet.

Sanding continued in earnest as Jim Cook covered himself in green paint dust day after day supported by Don Ricci in preparation for her new paint scheme. By now Top Gun Weekend was fast approaching and so was our completion date of May 20.

On May 12 I got the first new paint on our Hornet: yellow for the tails followed by gloss black on May 13. Saturday the 14th proved to be too hot, so we stood down and focused on doing more prep work. Sunday morning, I turned the paint guns over to Chris Brown and Billy Kerkhof with master paint mixer Jim Cook keeping the guns flowing. By lunch time the lower half of the fuselage and wings were painted a beautiful light gray. The Sheriff's helicopter Henry 1 flew over to cheer us on by sounding the siren and later sending us a picture from overhead. Turns out the pilot of Henry 1 is a huge Hornet fan!

Monday morning, May 16, was a big day for us because it was the final day of paint. I grabbed the gun and hooked up the air line. Master mixer Cook handed me a fresh batch of federal standard 36320 dark gray and I was off to paint the top of the Hornet.

During the entire restoration process the wind presented an unrelenting will to disrupt our progress and on Thursday morning, May 19, it nearly did. I climbed down from the tail in frustration and told Don Ricci I could not apply markings in these conditions and the Hornet would have to go to Top Gun Weekend without markings.

Don suggested calling Vine Jet and asking if we could use their hangar. Steve and Phil wholeheartedly agreed to housing the Hornet, and Dana Hunt dropped what he was doing, grabbed a tug, and we were back in business. Once the jet was in the hangar Steve Penning offered us everything and anything needed, including their scissors lift which was another life saver for applying markings on the tails. Don was indispensable in helping lay out some of the multiple pieces along the spine. At 7 pm he headed off for a family dinner, and I took a break to enjoy the bright lights and silence of the Vine Jet hangar as I closed in on what would be a 17-hour work day.

Six months ago, we started the adventure of recovering and restoring Hornet 163152, and shortly after midnight on May 20, 2022, the adventure was complete. I proudly present to you the resurrected Black Knight Showtime 01, dedicated to Lt. Gen. Frank Petersen Jr., the first African American Marine Corps Aviator and Commanding Officer of the Black Knights.



PCAM's F/A-18 Hornet looking splendid in the Butler Hangar

Resurrection of the Black Knight (continuous)

Recovery & Technical Team

ADC Megan Gonia / VFA-2 the Bounty Hunters
AMI Lamont Ramey / VFA-2 the Bounty Hunters
AMI Blake Murray / VFA-2 the Bounty Hunters
Walt Loftus / Midway Aircraft Carrier Museum
Steve Smith / Flying Leatherneck Museum
Jim Cook / PCAM
Mark Fajardin Sr. / PCAM

Logistics Team

Duane Doyle / Petersen Caterpillar
Mike O'Brien / Mike O'Brien Heavy Haul
Ricky Cook / Mike O'Brien Heavy Haul
Bragg Crane & Sunbelt Rentals San Diego
Steve Smith / Flying Leatherneck Museum
Lynn Hunt / PCAM
Dana Hunt / PCAM
Chris Brown / PCAM
Mark Fajardin, Sr. / PCAM



En route escort for recovery



In the Vine Jet hangar

Assembly Team

Chris Brown / Tony Bassignani / Jim Cook / Dana Hunt / Lynn Hunt / Billy Kerkhof / Sarah Kerkhof / Don Ricci / Mark Fajardin, Sr.

Restoration Team

Chris Brown / Jim Cook / Lynn Hunt / Billy Kerkhof / Don Ricci / Dom Ricci / Steve & Phil at Vine Jet / Mark Fajardin, Sr.

Media Relations Team

Gary Greenough / Dana Hunt



Mark working on the tail

Education Events at PCAM

By Charley Taylor

Summer Education Events at PCAM

In-person Aviation Merit Badge Classes returned on June 18 for the first time since January 2020! The Saturday morning class featured the first opportunity for Scouts to utilize PCAM's new Hangar 2 Exhibition Hall. This state-of-the-art education center offered an overhead projector and dynamic sound system and a significantly increased seating capacity. Docents led open-cockpit tours of many of our historical aircraft. Each shared their experiences flying, maintaining and restoring PCAM's military and commercial planes ranging from the WWII era A-26 Invader through the Navy and Marine Corps' latest aircraft, the F/A-18 Hornet. The highlight of the day featured Scouts enjoying flights around Sonoma County provided in PCAM members' own aircraft.



Scouts morning class in Hangar 2

In addition, the PCAM Education Committee scheduled other events for local students in the Sonoma County area. In June, in collaboration with the Sonoma Jet Center, PCAM planned to host 30 to 40 ninth graders participating in Santa Rosa Metro Chamber's Mark Hauser Academy. Over 200 high school-bound students competed for academy opportunities to visit local companies and learn about careers and the educational paths that can lead to successful employment through Science, Technology, Engineering and Math (STEM). Our MHA attendees studied flight planning, how to calculate aircraft weight and balance, takeoff and landing performance and the dynamics of flight. They received hands-on experience working with aircraft aluminum using hand-operated rivet equipment taught by a PCAM docent who has built no fewer than seven aircraft himself. Participants also explored numerous careers and education opportunities in aviation.

At the Sonoma Jet Center, Julia and Josh Hochberg and several of their employees provided the details around their Fixed Base Operation such as fueling, servicing and washing aircraft; pre-flighting a single-engine plane that is available to employees for flight lessons; and a walking tour of one of SJC's maintenance hangars. An FAA Control Tower Operator spoke about the role controllers have played in aircraft movement on and around the Charles M Schulz Sonoma County Airport as well as what it takes to enter the FAA training program. Helico Sonoma will provide a briefing and answer questions about their tour helicopters and the flight training they also provide.



Hands on with Sonoma Jet Center



Students in front of the airport tower

Recent Events: Top Gun Weekend

By Kathie Morgan

Having lived in Santa Rosa for 36 years, Ray Gloor decided it was time to visit the Pacific Coast Air Museum. His family had gone on several occasions and had a great time. And Gloor was certainly interested in planes, but the time was never right. When he read Kathleen Coates's "Top Gun" article in the Sunday, May 24 *Press Democrat*, he knew the time had come.

Gloor was just one of the easily 500 visitors to PCAM over that weekend. The refreshment team sold several hundred dollars worth of soft drinks and on Sunday ran out of ice cream. The original Top Gun movie starring Tom Cruise played in Hangar 2.

So Gloor went first to the F/A-18 Hornet that was the star of the weekend. In the relative cool of the Butler hangar, he saw the hydraulic lines in the open compartments and admired the plane's complexity. He marveled that although PCAM had it for such a short time, it already had a new coat of paint. He noticed a jar set up to solicit donations for the cones, part of the exhaust system, that PCAM didn't get when they got the plane.

Downwind of the Hornet, Gloor's attention turned to an A-26 bomber, the City of Santa Rosa, PCAM's first display aircraft. "The volunteers have really done a great job," Gloor marveled. Volunteer Tony Rambonga asked if Gloor had noticed the V-shaped hole on the plane's port side. He had and determined that it must have been caused by a piece of a shell. Another mystery remained unsolved: Also on the port side were 35 depictions of bombs, no doubt one for each bombing run. But how to explain the three bottles depicted in the same lineup?

What about the F-14A Tomcat? The EA-6B Prowler? The F-8 Crusader? All beckoned. "That's a pretty impressive array of airplanes," Gloor said.

But the heat was stifling, and Gloor was saving time for his favorite, the F4U Corsair, a WWII plane. "Such a beautiful airplane!" Gloor said afterward. "I liked the design of its wings, and it performed very well. I'm fond of WWII planes – and to think they built them all without computers!"

There'll be time for those he missed. Having visited once, Gloor vows to return. "When's your next Hot Dog Thursday?" he asked.



Ray Gloor admires the F/A-18



Ray with the F4U Corsair

Upcoming Events A Recognition of Vietnam Era Veterans

By Kathie Morgan

Vietnam Vets will be honored at an event scheduled for Saturday, August 20. Museum admission will be free to all who served in the Vietnam Era, regardless of which branch of the military, where they served (even stateside), for how long, etc.

Aircraft to be featured that weekend will include the planes on “Vietnam Row,” the line-up on the museum’s north side. Docents will be on hand to answer questions.

The names of guest speakers were not available at press time. This is the first time for this event. It may become a tradition, says organizer Gary Greenough.



Chris Brown and Dana Hunt with one of the panels for “Vietnam Row”

THE BUILD UP:

President Kennedy, following Eisenhower, continued the build up of forces, but only in an advisory role. The years 1962 to 1964 saw increases in the build up. The political atmosphere in the Indo-China region was one of communist takeover. Kennedy was determined to stop the spread of communism, called the Domino Effect. In August, 1964, North Vietnamese gunboats were reported to have attacked two American destroyers, the USS MADDOX and the USS TURNER JOY off the coast of Vietnam. It was called the Tonkin Gulf Incident. President Johnson then called on Congress to pass the TONKIN GULF RESOLUTION, which opened the door for American forces to intervene. Attacks were conducted by air off American aircraft carriers for the opening of the Vietnam War. The first combat troops came ashore at DaNang March 8, 1965. The buildup of American forces was underway.

Combat troops in Vietnam: March 8, 1965 to March 29, 1973, peaked in 1969 with 549,000 in theater, nine years combat.



Photo courtesy of Dana Hunt

Upcoming Airshows

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

- | | |
|---|---|
| <p>July 23
Truckee Air Show, Truckee Airport, CA</p> <p>9am – 4pm Celebrating the 75th anniversary of the Air Force Parking and admission is free. If you missed Colonel Clarence E. “Bud” Anderson when he was in Santa Rosa on June 25, here’s your chance to hear the 100 year old speak. He is the last living World War II Triple Ace Fighter Pilot.</p> <p>There will be a VIP tent hosting food and beverages, all with a seat in the shade. Tickets are pre-purchase only, began June 1, \$125, www.truckeetahoeairshow.com</p> <p>July 25–July 31
EAA Air Venture A/S, Oshkosh, WI</p> <p>September 14–September 18
National Championship Air Races, Reno, NV
Thunder Birds</p> <p>September 24–September 25
Cal International Air Show, Salinas, CA
Thunder Birds</p> | <p>October 1–October 2
Cal Capitol Air Show, Mather Airport, CA
Thunder Birds and Snowbirds</p> <p>October 1–October 3
Great Pacific Air Show, Huntington Beach, CA
Thunder Birds</p> <p>October 5–October 7
Warbirds & Wheels, Estrella, Paso Robles</p> <p>October 7–October 9
US Navy Fleet Week, San Francisco, CA
Blue Angels and Snowbirds</p> <p>October 29–October 30
Wings Over Houston Air Show, Ellington Airport, TX
Blue Angels</p> <p>November 5–November 6
Nellis AFB Aviation Nation, Las Vegas, NV
Thunder Birds</p> |
|---|---|

List courtesy of Kathie Morgan

Recognition: Academy Students Volunteer at PCAM

By Kathie Morgan



Seven students from Rio Lindo Adventist Academy in Healdsburg spent six hours at PCAM on Sunday, April 24, doing some clean-up chores. They power-washed two jets and used soap and water to remove dust, grime, and moss from a small single-engine plane, according to Rio social studies teacher Lynny Chapman.

Chapman, a Vietnam Veteran (US Army Medic), said that volunteering with the students was a satisfying adventure. “Just being there, around those planes, brought memories,” he said.

Although the school does about four community service projects a year, they have never before come to PCAM. “I’d love to do it again, and I think the students would too,” he said.

He said the group got a laugh when the Rio girls, new to the equipment, found that the power-washers deliver quite the unexpected kick.

David Kinzie praised Chapman’s efforts with the students. “He was wonderful,” Kinzie said, “showing the kids what to do and how to do it. The enthusiasm shown by the students was very nice.”

SIDEBAR:

Victor Cullen started volunteering at PCAM one year ago, on a Hot Dog Thursday. A self-confident outgoing teen with a love of aviation, Victor made the acquaintance of David Kinzie, Alan Chensvold, Gary Greenough, and Koy Mayer. Alan taught him how to operate the flight simulator. Once he had logged some 20 hours, Victor resolved to share the experience with his Rio classmates. He proposed the idea to Chapman, then made arrangements with Kinzie.

Scheduled to graduate from Rio Lindo Adventist Academy in June 2022, Victor takes flight lessons at North Coast Air and at the time of this project was on the verge of soloing. He looks forward to earning his Private Pilot’s License, and he plans a career as a pilot. Next fall he will enroll at Walla Walla University in Washington state.

PCAM's First Open House

By Kathie Morgan

At lunch at San Rafael Joe's in March, a stranger at my table announced that he had attended PCAM's first open house. He introduced himself as Leon Delisle. I began to scribble names and other facts, and then was surprised to hear him say, "Darrel Shumard." What an ice-breaker!

Delisle described Lynn Hunt's Albatross, freshly painted at the time. Art Vance was there with his P-51 "Million Dollar Baby." Steve Penning, Jim Gardner, and Larry Rengstorf were there, and Lloyd Hamilton with two Sea Furies. Wally McDonald also had a Sea Fury. Bob Clopton had his polished T-6 on display as well.

There might have been a medivac or CHP helicopter. Delisle remembers a few trainers and some miscellaneous military vehicles. Art had his WWII jeep all set up like it was during the war.

This display was up on the upper hangars where Art kept his P-51. "It was really a static display," Delisle said.

So that's how two people started lunch as strangers and parted friends.

Veteran History Project

By The Oral History Team

PCAM celebrated Ted Moneymaker's 98th birthday at the June Hot Dog Thursday. Moneymaker and his friends are regular HDT attendees. He served during WWII in the US Army 128th Regiment, 32nd Division.

An intelligence operations officer, he fought in New Guinea, on Leyte, and in Luzon in the Philippines. He earned a purple heart from an injury received in one of the battles.

At press time the PCAM Oral History Team was scheduled to interview Moneymaker in July, with his story becoming an addition to PCAM's impressive library of veteran interviews.

Happy birthday, Ted!



Running for Office at PCAM

By Kathie Morgan

It's not too soon to start planning to run for election to the PCAM board of directors.

This year's election will be held on Wednesday, November 16. Board President Chris Brown must appoint a Nominating Committee by September 18, and that committee must make its report to the Board by October 2. The committee will consider such criteria as length of membership, past service as director or officer of PCAM or other nonprofit, service to PCAM or other nonprofit, contributions to aviation, unique talents that might benefit PCAM.

PCAM members in good standing can nominate themselves or others any time between now and the October 19 meeting. Each nominee must accept the nomination before his or her name will be placed on the ballot. The ballots will be sent to members in time for them to return their vote by mail, electronically, or in person at the monthly membership meeting.

Directors serve a three-year term and are limited to two terms. These terms begin on January 1 and end on December 31 three years later.

If you have time to spare for a worthy cause, consider running for the PCAM Board. You'll make new acquaintances, learn useful stuff, and rack up volunteer hours. Do it now.

Dates to Remember

Member Meetings

July 20, 2022
August 17, 2022
September 21, 2022

Hangar 2 Third Wednesday of the month 7:00 p.m. - 9:00 p.m.

The first portion of the meeting is informational. Get the scoop on the latest happenings at the museum. Catch up with fellow members during the break, followed by a guest speaker presentation.

Hot Dog Thursday

July 7, 2022
August 4, 2022
September 1, 2022



The crew has been serving 500+ at each HDT. Obviously one of the best meal deals in town. And the location can't be beat.

Open Cockpit Weekends



July 23-24, 2022
Korean War Weekend



August 20-21, 2022
Vietnam War Weekend

Movie Night

July 23, 2022
"Hot Shots!" will be shown in Hangar 2, 7:00 pm

Recognition of Vietnam Era Veterans

August 20, 2022



Wheels and Wings Car Show

September 17, 2022



An impressive lineup!

The Pacific Coast Air Museum's Platinum Sponsors

The Pacific Coast Air Museum thanks its Platinum Level Sponsors whose contributions help make our museum the thriving community resource it is! If you would like to find out about sponsorship opportunities with the Pacific Coast Air Museum, contact Doug Clay, PCAM Development Chair, 925-997-2774 or dougclay@gmail.com.



Sonoma County
Office of Education



Sonoma
JET CENTER



PLATINUM
CHEVROLET
Santa Rosa



Pacific Coast Air Museum

Location

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

Directions

Hwy 101 north to Airport Blvd. and go west. Turn left on North Laughlin Rd, right on Becker Blvd., then right on Air Museum Way.

Hours

Visit our web site at www.pacificcoastairmuseum.org or call 707-575-7900 for more information.

Open Cockpit Weekends

One or more aircraft are open for close examination on the third weekend of each month (weather permitting) and you can climb aboard some of them! For more info, phone 707-575-7900 or visit www.pacificcoastairmuseum.org.

Member Meetings

Third Wednesday of each month, 7:00 p.m. at Hangar 2 on museum property.

“Straight Scoop” Newsletter

The PCAM newsletter, “Straight Scoop,” is published quarterly and is available online on the museum’s web site. Members are encouraged to submit articles for possible publication. Deadline for article submission is the 10th of the month prior to publication. All articles in the newsletter are covered by copyright. If you wish to submit articles or use any of the content, please contact Dave Carlson at pcamnewsletter@gmail.com or 707-575-7900.

Be sure to advise the museum of any updates to your contact information by calling 707-575-7900 or email admin@pacificcoastairmuseum.org

Membership Renewals Send renewals to Pacific Coast Air Museum, One Air Museum Way, Santa Rosa, CA 95403

\$50	Individual	\$250	Silver
\$100	Family	\$500	Gold
\$40	Seniors, Teachers, Students	\$750	Platinum
\$25	Veterans and Active Duty Military	\$1,000	Lifetime

The Pacific Coast Air Museum hosts many family-friendly and child-friendly events all year 'round. We host monthly member meetings, monthly Hot Dog Thursday lunches from April through October, and special events like car shows, guest lecturers and more!

Most events focus upon aviation and our collection of over 35 historic aircraft including military jets, helicopters, and other classic airplanes.

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





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