

To promote the acquisition, restoration, safe operation, and display of historical aircraft and provide an educational venue for the community

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FEBRUARY CLIMB ABOARD-SURPRISE, SURPRISE!!

For the February Climb Aboard weekend, the crew was totally surprised with the number of visitors. On Saturday, we had nineteen paying adults and eight children, but on Sunday, there were fifty-two paying adults and nineteen children and all of this without advertising in the Press Democrat and in the middle of winter. We had visitors for many reasons, one of which was our on-going advertising such as rack cards distributed by a company to all hotels and motels in the three county region.



The featured aircraft was the HU-16 Albatross, the prettiest airplane on our field. It took a good crew to pull this off and that crew was Hattie Stone, Morella Staggs, Rich Stout, Rachel Lorence and Terry Lorence in the Albatross and with Ace Eggleston and Cap Barthel in the Gift Shop. On Sunday, Harrison Rued did a wonderful job running the Gift Shop by himself. Wow. What a weekend. Many thanks to this great crew.

Duane Coppock
Albatross Crew Chief

www.pacificcoastairmuseum.org

(707) 575-7900

The Pacific Coast Air Museum

Located on the corner of North Laughlin and Becker Blvd. on Charles M. Schulz-Sonoma County Airport.. Just North of Santa Rosa, Ca.

Museum Hours:

Tuesday, Thursday, Saturday and Sunday;
10:00AM to 4:00 PM

A selected aircraft is available to **“Climb Aboard”** on the third weekend of each month. (weather permitting). Call 707-575-7900 for details and information, or Fax 707-545-2813.

Member Meetings are typically held at Sonoma County Office of Education located near the airport on Skylane Blvd., on the third Wednesday of each month at 7:00 PM.

“Straight Scoop”, the museum’s newsletter, is published monthly. Members are encouraged to submit articles for possible publication-due by the 20th of the month prior to publication. All articles in this newsletter are copy written. If you wish to use any of the contents, please contact:

Chris Tart—Editor
1064 Maple Drive
Windsor, Ca 95492
707-836-9226
or Email sctartusaf@yahoo.com

Address corrections and membership renewal (\$30.00 per year or \$45.00 for a family) should be sent to PCAM 2230 Becker Blvd., Santa Rosa, Ca 95403

MARCH SPEAKER OF THE MONTH

John Halliday

Secret Missions over Laos During the Viet Nam War

John Halliday is the author of “Flying Through Midnight”. He will speak to us about the secret missions over Laos that the government never wanted us to know about.

John recently retired as a Boeing 767 Captain for American Airlines flying transcontinental from San Francisco to JFK, Boston and Miami. He has twenty-six years of military service and retired as a Lieutenant Colonel. He logged over 800 combat flight hours across two wars (SEA and the Gulf War) and is a decorated war hero. In 1970, he saved his crew of eight and their C-123 aircraft from certain loss while flying deep behind enemy lines in Northern Laos. For this action, he was awarded The Distinguished Flying Cross.

John is a graduate of the University of Miami, Florida and is an aviation human factors authority. Copperfields book store will be at his presentation to sell copies of his book and John will be glad to autograph them.

Do not miss this presentation.



C-123K “Provider”

THE C-118 (R6D) Liftmaster The Second Aircraft received into Our Museum

The C-118 (designated as R6D by the U.S. Navy) was a military variation of the Douglas DC-6 commercial airliner. In 1947, USAAF officials ordered 166 aircraft to support operations of the Military Air Transport Service (MATS). The Douglas DC6 was one of the first airplanes to fly a regularly scheduled around-the-world route. With its higher performance, increased accommodation, greater payload and pressurized cabin, it was a natural evolution of the DC-4. During its 11 year production run, Douglas delivered 704 DC-6s, 167 of them military versions. Although the DC-6 had the same wingspan as the DC-4, its engines helped it fly 90 mph faster than the DC-4, carry 3,000 pounds more payload and fly 850 miles farther. The DC-6 could maintain the cabin pressure of 5,000 feet while flying at 20,000 feet. American Airlines and United Airlines ordered the commercial DC-6 in 1946, and Pan American Airways used the DC-6 to start tourist-class service across the North Atlantic. The 29th DC-6 was ordered by the Air Force, adapted as the Presidential aircraft and designated the VC-118. It was delivered on July 1, 1947 and called The Independence after President Harry Truman's hometown, Independence, Missouri. Probably the plane's most historic flight occurred when it carried the President to Wake Island in October 1950 to discuss the Korean situation with Gen. Douglas McArthur.

In May 1953, after nearly six years of White House Service, the "Independence" was retired as a Presidential aircraft and subsequently served several Air Force organizations as a VIP transport. It was retired for display at the USAF Museum in 1965. The larger all-cargo DC-6A first flew September 29, 1949; the larger DC-6B, which could seat up to 102 people, first flew February 10, 1951. After the Korean War broke out in 1950, the military ordered DC-6s modified as either C-118A "Liftmaster" personnel carriers, as the Navy's R6D transports or as MC-118As for Aero medical evacuation. Between 1947 and 1959, Douglas built a total of 704 DC-6s. By 1998, the DC-6 was still flying with smaller airlines around the world. The 165 C-118A Liftmasters produced were about six feet longer than the "Independence". C-118s played a key role in "Operation Safe Haven" during which 14,000 Hungarian refugees were airlifted to the U.S. in 1956-57. In the transport configuration, the C-118 could carry up to 74 fully equipped troops or up to 50,000 pounds of cargo.

SPECIFICATIONS

Wingspan—117 feet 6 inches
Length—106 feet 9 inches
Height at Tail—28 feet 9 inches
Engines—Four Pratt & Whitney R-2800 Radials
Horsepower—2,400 SHP (with water injection)
Cruise Speed-265 MPH
Max Speed—360 MPH
Range—4,000 miles
Service Ceiling—27,200 feet
Max Payload—50,000 pounds or 74 troops
Max takeoff weight—108,000 pounds

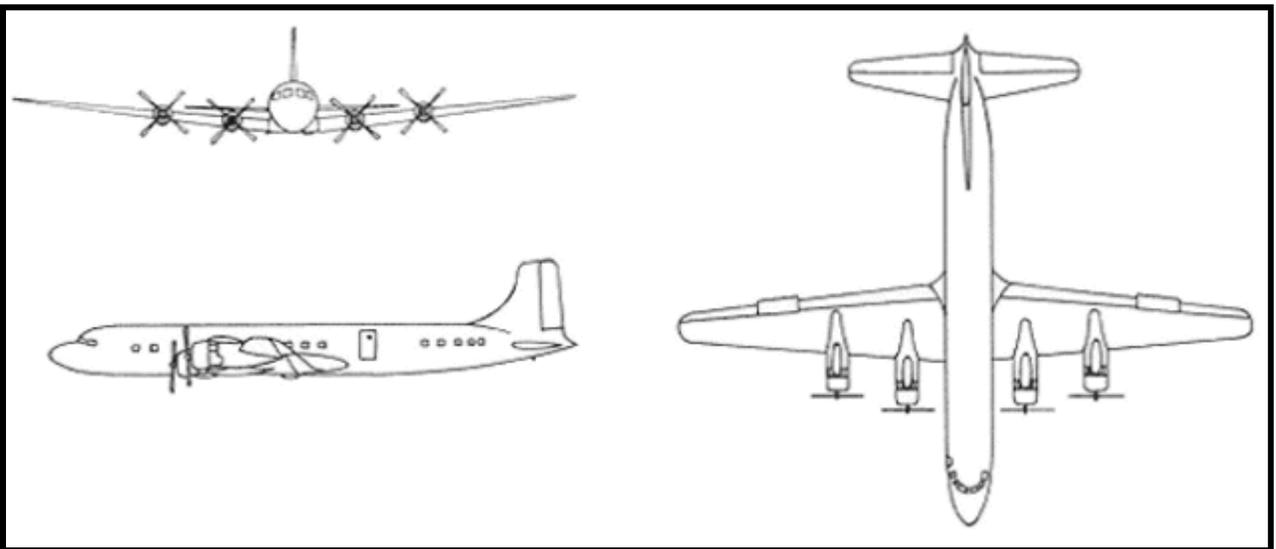
See page 4 for more info on the C-118/R6D



U.S. Navy R6D



U.S. Air Force VC-118
"Independence"





Editors Note:

I have observed the progress of our Harrier and it is really a labor of love that Mark Fajardin and crew are demonstrating. They are putting long hours and a lot of “Perspiration” into this project. I think that we owe them a great deal of gratitude and appreciation for this job.



U.S. Marine Corps AV-8 “Harrier”

EXECUTIVE DIRECTOR'S UPDATE

It's really exciting around the Pacific Coast Air Museum these days. There's a lot going on. The Harrier is here and being assembled by a terrific crew, led by Mark Fajardin. Many thanks to Guy Smith for driving all the way to Arizona to fetch the Harrier wing.

Thanks to Norma Nation and Jim Cook, the Challenge Coins are on order and should be here by April 1st. You'll surely want to stop by the gift shop and purchase some. (You can see our new Challenge Coin on page 10 of this newsletter.)

We got a call from a wonderful guy offered to donate a Pitts Special to condition he placed on the offer The Flight Foundation is working We'll put that information out to pinned down, training has taken currently flying the two flyable jets we currently own (Strikemaster and Fouga) due solely to the outrageous cost of jet fuel and the prodigious amount those two birds eat up (funny, I never worried much about that when I was flying jets in the U.S. Air Force).



in southern California who our museum. The only is that it not be flown. Darn!! on it's plan for flying the C-45. everyone as soon as it is place, etc. We're not

We hear that the S-2 from CDF may be here as soon as March. Jim Cook is frantically trying to find someplace to squeeze it in. But he will. CDF veteran Garry Beverlin is Crew Chief for the S-2.

By the time you get this, the new Pacific Coast Air Museum signs will be up facing East on the main building and facing south on the corner of the fence. Several of you have asked me about the "No Parking" sign that used to be on Becker Blvd. and how hard it is to see around the cars that now sometimes park there as you try to pull out. I'm working with the Airport Manager on getting the "No Parking" sign re-installed. If that doesn't work, I'll speak with the folks that park there and see if we can work something out. Meanwhile, please be careful when you are pulling onto Becker from the museum.

The good news is the trip to Beale AFB for a tour is April 28th, 2006. We'll get a Wing Mission Briefing, watch a U-2 full pressure suit-up demo, get a hands on tour of a SR-71, U-2, the brand new Global Hawk and a black Beale T-38. After a tour of the U-2 squadron, we'll get a chance to visit the U-2 "Heritage Room"; (that's the politically correct term for "Squadron Bar") While in there, check the solo wall for 30 Jan. 1984, and see if you can find anyone you know. Be sure to take your Pacific Coast Air Museum challenge coin with you, so if you get challenged by a U-2 pilot, you'll be able to respond. The \$50 cost covers bus transportation and lunch at the Officer's Club. The bad news is that we are limited to 50 people and we are full. If you want to go, we have started a waiting/cancellation list. Contact Dave Pinsky if you wish to be placed on the waiting list.

Air Shows. The Beale AFB Open House and Air Show is June 3 & 4. The Air Force Thunderbirds and the Army Golden Knights will both be there. Norma Nation and Linda Wright have volunteered to set up and staff a Pacific Coast Air Museum booth there. If you are interested in helping, please contact Norma or Linda.

Our Wings Over Wine Country Air Show... A terrific team led by Air Show Director Steve Hoxie is already working hard on this year's show, August 19 and 20. It's got the potential to be the biggest and best yet. To whet your appetite, Bill Stein in his Edge 540 is scheduled to appear, as is Eddie Andreni and his Stearman. Eddie is also bringing a wing walker, which is always exciting. We have also been approved by the Pentagon (thanks to a lot of hard work by Barney Hagen) so Steve, Bill Canavan, Barney and I are working on getting some really cool military aircraft here. There is also an excellent possibility that a U-2 "Dragon Lady Reconnaissance aircraft from Beale AFB will be making some low approaches at the Air Show on Saturday. Stay Tuned...

We need some help in two areas. First; we need a Membership Chairperson. Someone to head up our membership program and perhaps work with us on a membership drive sometime this year. Next, we could sure use some more volunteers to help in the gift shop on weekends. If you are interested in either of these two opportunities, give Norma Nation or me a call.

Finally, thanks to so many of you for all you do for our wonderful Air Museum. Things are really going well, lots of energy and excitement, and it's all due to the great work done by so many of you.

Smooth Landings, Dave



NEW MEMBERS IN JANUARY 2006

Please welcome our newest members

Nolan Pahud and Linda Frankel—Santa Rosa

Robert, Robbie, Stephanie and Lori Bisordi—Santa Rosa

Brandon and Kristen Ingersol—Santa Rosa

Jason Potter—Santa Rosa

David, Cindy, and Zachary Truskolaski—Rohnert Park

Bruce and Cheryl Lawton—Rohnert Park

David, Carolyn, Alex and Porter Tett—Healdsburg

Jon Spencer—Healdsburg

Micah Ashley—Cotati

Marc Miller—Mill Valley

Jacqueline Nelson—Windsor

Doug, Nora, Trevor, Cassidy, and Dustin Smith—Windsor



Can you name this aircraft?

Answer at bottom of page # 11



Al, Donna & Roger Olson



Al Olson



Roger, Daryl (Larkfield Chamber of Commerce) and Al



Mark Decker (Manager of Exchange Bank of Healdsburg)
Roger, Daryl Anderson and Al



Roger Olson & Supervisor Paul Kelley



Al and Roger



Al all by himself

Do you recognize the people in the pictures above?

They are all members of The Pacific Coast Air Museum and they promoted our Air Museum to the 2000 plus people in attendance at the recent Windsor Business Expo. They passed out many of the membership forms and generated a lot of interest in our annual air show.

Much appreciation to Roger Olson for the information and to Kelsey Olson for the photographs. Roger reports that Gary Howell, Executive Director of the event stated that there were over 2000 people at the Expo.



1-3/4" ANTIQUE SILVER PLATING
EPOXY FINISH
DIAMOND CUT - TWISTED EDGE

RECESSED METAL
RAISED METAL
PANTONE 281C
WHITE
PANTONE 193 C
PANTONE 293 C
PANTONE 123 C
BLACK

Please always check spelling, font and graphics carefully.
Molds will be made upon the final approval of the artwork.
Any corrections after the molds are made will make it necessary for us to charge a new tooling fee!

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PROJECT: PCAM	DESCRIPTION: 1-3/4" ANTIQUE SILVER	REVISED: <input type="checkbox"/>
P.O.C: NATION, NORMA	SALES PROGRAM: JERRY POUND	DESIGNER: KIRK CHALLSTROM
APPROVED BY: X	DATE: 2006-01-18	FILE NO: PCAM_R5_FA.ai
		PAGE: 1 OF: 1

THE PACIFIC COAST AIR MUSEUM CHALLENGE COIN

The front of the museum has been beautifully re-landscaped. Tony Bassagnani provided the materials at his cost. Tony and Duane donated their labor. The County crews are re-landscaping both gates, so our museum is looking a lot sharper with the new signs and lots of new landscaping.

Online Volunteer Log

If you have not logged your volunteer hours in the paper log at the museum you can add them to our online log. Go to <http://www.pacificcoastairmuseum.org/2002Site/Volunteers/volunteerLogIn.asp>

Login ID: pcam2002 (all lower case)
Login PW: volunteer2002 (all lower case)

MEMBERSHIP RENEWALS—FINAL NOTICE

Membership in the Pacific Coast Air Museum goes from January through December.

If you have not renewed your membership for 2006, by the time you receive this newsletter, we will assume you do not intend to renew, and your membership status will be changed to “expired”.

You will still be able to “re-up” at any time just by sending your check (\$30 individual or \$45 family) to the museum. Remember, your membership provides free entry to the museum and to the annual air show, and authorizes you to help out as a volunteer in many useful categories, as well as being able to associate with folks who love and do so much for aviation history. **We hope to hear from you.**

ED CRANDALL

By Bill Carpentier

Ed Crandall passed away on February 15, 2006. He had been ill for some time, but remained very active with the Pacific Coast Air Museum all the same, and put in a lot of time helping at all of our Air Shows. Prior to becoming a member of the Pacific Coast Air Museum, he was a charter member of REAHS (Redwood Empire Aviation Historical Society) which was founded at about the same time as our museum, and which operated it's own full museum at the Healdsburg Airport, where he contributed time in helping in its operation before we merged in 1999 to become one organization.

Ed was a WW II U.S. Navy veteran serving as a gunner on anti submarine patrol in the ETO (European Theater of Operations) until the end of the war. Subsequent to the war years, he remained in the Navy and was the most proud of the fact that he went to the Antarctic twice under very primitive conditions with “Operation Deep Freeze”. This operation was one of those undertaken by our government in the early days of the Cold War.

Ed is survived by his wife Betty (she was a WAVE in WW II) a daughter and a son.

Ed; you have slipped the surly bonds of Earth. We'll miss you.

Answer from page # 8

Canadian CF-100



Visit PCAM
March 18th & 19th
Climb Aboard Weekend
Featuring A-26 Invader

REMEMBER THESE DATES

March 1st @ 8:30 AM—Board of Director's Meeting at the Air Museum.

**March 18th @ 11:00 AM— New Member Orientation.
Learn the ins and outs of your air museum's operations and programs.**

March 14th @ 12:00 Noon—Executive Director's Staff Meeting at the Air Museum.

March 15th @ 7:00 PM— Member Meeting @ S.C.O.E.

PACIFIC COAST AIR MUSEUM

**2230 Becker Blvd.
Santa Rosa, Ca 95403**