



STRAIGHT SCOOP

Volume XIV Number 1 January 2008

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

The U-2 Shootdown: A Son's Perspective

A presentation by Francis Gary Powers, Jr.

January 16th, 2008

7:00 pm

**Merlo Theater at the
Wells Fargo Center for the Arts**



Powers will be introduced by former Secretary of the Air Force, advisor to President Ronald Reagan and Pacific Coast Air Museum member, [Tom Reed](#).

Tickets are on sale now and are going quickly! You must have a ticket to attend. Limited seating available.

Tickets are \$20 (\$5 for Pacific Coast Air Museum members).

Tickets can be purchased from Dave or Duane in the museum administrative office, or in the museum's Gift Shop. If available, tickets can be purchased at the door the night of the presentation, January 16th.

After the presentation, Powers will be available to autograph his book, which will be available for sale.

This is sure to sell out early, so come in to the museum administration office soon and see Duane or Dave for your ticket.

www.pacificcoastairmuseum.org

(707) 575-7900

The Pacific Coast Air Museum

Location: At the Charles M. Schulz-Sonoma County Airport, North of Santa Rosa, West of Highway 101, at 2230 Becker Blvd, off North Laughlin Road.

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 further Information.

Member Meetings: Normally held on the third Wednesday of each month, 7:00pm, at the Sonoma County Office of Education, near the airport at the intersection of Airport and Skylane Boulevards. Interesting speakers are featured at each meeting.

“Straight Scoop”: The museum newsletter, “Straight Scoop” is published monthly and is available on line on the museum’s web site. Members are highly encouraged to submit articles for possible publication. The deadline is the 20th 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:

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

Membership Renewals: \$30 per year individual; \$45 per year for families. Send renewals to the museum at the address below.

Address Corrections: Please send to:
Pacific Coast Air Museum
2230 Becker Boulevard
Santa Rosa, Ca 95403

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It was ten days before Christmas at PCAM,
And the aircraft were lined up neat as pins.
Jimmy Long was there and Duane Coppock, Bob A and Larry R too
Jim Cook and his Crews were ready on the spot
The hot dogs were cooking and the buns were hot.
Everyone was bundled up in coats, hats and gloves .
All waiting for Santa, who everyone loves.
At 11:20 we heard a loud beat, but
We knew it wasn't Reindeer feet.
Then all of a sudden, the REACH Craft came into view,
With Santa onboard, everyone knew.
The helicopter made one quick approach, and then another, so loud
And then landed fast, to the roar of the crowd.
Now Santa alit as quick as he could
Waved and shook hands with everyone who would
And there was Dave Pinsky with a great big smile.
He guided Santa to our Huey with style.
The children sat on Santa's lap and shared their dreams in delight
Of gifts they hoped to receive on Christmas Eve night.
The event was a hit with all who were there.
And all agreed, it was a great affair.

This is a very nice Christmas poem. We are able to speak English when we shop for Christmas, worship in English, watch most TV in English, listen to most of our radio stations in English, and speak to most of our neighbors in English. We can do all of this in English instead of in German, Italian, Japanese, Russian, Chinese, or various other languages because tens of thousands of our U.S. service members have given their lives to make this possible. The next time you see an American in the uniform of one of our military services, just tell him or her, "Thank you." They are all in uniform because they have chosen to serve our country. Not a single one of them today has been forced to serve our country.
God Bless America !

The embers glowed softly, and in their dim light, I gazed round the room and I cherished the sight.
My wife was asleep, her head on my chest, my daughter beside me, angelic in rest.
Outside the snow fell, a blanket of white, transforming the yard to a winter delight.
The sparkling lights in the tree, I believe, completed the magic that was Christmas Eve.
My eyelids were heavy, my breathing was deep, secure and surrounded by love, I would sleep.
In perfect contentment, or so it would seem, so, I slumbered, perhaps I started to dream.
The sound wasn't loud, and it wasn't too near, but I opened my eyes when it tickled my ear.
Perhaps just a cough, I didn't quite know, then the sure sound of footsteps outside in the snow.
My soul gave a tremble, I struggled to hear, and I crept to the door just to see who was near.
Standing out in the cold and the dark of the night, a lone figure stood, his face weary and tight.
A soldier, I puzzled, some twenty years old, perhaps a Marine, huddled here in the cold.
Alone in the dark, he looked up and smiled, standing watch over me, and my wife and my child.
"what are you doing?" I asked without fear, "come in this moment, it's freezing out here!
Put down your pack, brush the snow from your sleeve, you should be at home on a cold Christmas Eve".
For barely a moment I saw his eyes shift, away from the cold and the snow blown in drifts.
To the window that danced with a warm fire's light, then he sighed and he said, "it's really all right,
I'm out here by choice, I'm here every night."
It's my duty to stand at the front of the line, that separates you from the darkest of times.
No one had to ask or beg or implore me, I'm proud to stand here like my fathers before me.
My Gramps died at Pearl on a day in December, then he sighed, "That's a Christmas "Gram always remembers."
My dad stood his watch in the jungles of "Nam, and now it is my turn and so here I am.
I've not seen my own son in more that a while, but my wife sends me pictures, he's sure got her smile.
Then he bent and he carefully pulled from his bag, the Red ,White and Blue..an American Flag.
"I can live through the cold and the being alone, away from my family, my house and my home.

(continues-next page)

"I can stand at my post through the rain and the sleet, I can sleep in a foxhole with little to eat.
I can carry the weight of killing another, or lay down my life with my sister and brother.
Who stand at the front against any and all, to ensure for all time that this flag will not fall.
So, go back inside, " he said," harbor no fright, your family is waiting and I'll be alright.
"But isn't there something I can do, at the least, give you money, I asked, "or prepare you a feast?"
It seems all too little for all you've done, for being away from your wife and your son."
Then his eye welled a tear that held no regret, " just tell us you love us, and never forget
To fight for our rights back at home while we're gone, to stand your own watch, no matter how long
For when we come home, either standing or dead, to know you remember we fought and we bled.
It's payment enough, and with that we will trust, that we mattered to you as you matter to us."

LCDR Jeff Giles,SC, USN
30th Naval Construction Regiment
OIC, Logistics Cell One
AL Taqqadum, Iraq

The Pacific Coast Air Museum and the community lost a dear friend in Jack Levar, who passed away on December 14th.

Jack was a lifelong resident Santa Rosa who was an advertising sales manager for KSRO radio, had his own advertising agency, was a member of the Pacific Coast Air Museum and was a manager and assistant for restaurateur Guy Fieri.

Jack worked hand and hand with Roger Olson and Doug Clay in getting the best bang for the buck in marketing the Museum and Air Show. Jack will be missed, as a huge supporter of the Pacific Coast Air Museum and the "Wings Over Wine Country" Air Show, and as a friend.

Help Wanted!!

The Pacific Coast Air Museum is looking for someone to take over the position of Program Chair and Guest Speaker Coordinator for our Member Meetings. It is a rewarding job in which you get to meet lots of very interesting people. You are also performing a tremendous service for your Pacific Coast Air Museum.

For further information on what the duties entail, give Chuck Root a call at 707- 576-1313. To throw your hat in the ring, give Dave Pinsky a call at 707-575-7900



“Big Dog” Bill



Barney Hagen
Receives the President's
Award



Ed Nelson
Gets a “Big Dog” Award



Volunteer of the Year
Duane Coppock



Ray Smith
Recognized for all his hard
work



Al Cathcart
Another “Big Dog” Award



Civil Air Patrol
Thanked for their Air Show
work



Boy Scouts
Thanked for their Air
Show work



Bobbi & Ron Lewis receive
Certificate of Achievement



Barney Hagen
Gets his “Big Dog” Award

LOG YOUR VOLUNTEER HOURS

It is important for all of us to log our volunteer hours because they show the level of support the museum receives from its own members.

Why is that so? When it is time for the museum to apply for grants or request donations from donors of substantial means they in many cases want to know the level of support from the members and they measure that by hours volunteered.

Some of these groups, especially foundations, have formulas (or rules of thumb) to convert hours to a dollar figure. That figure is \$22.57 per hour.

Well, folks, so far this year, 2007, there are 12,485 hours logged, for a total of \$281,786.45. The value of the hours you have donated.

Now you can see the importance of hours logged and we know many of you have been remiss in not staying current.

This is especially true for the Air Show. It is easy to log your hours. A hard copy logbook can be found in the museum, or you can e-mail your hours to director@pacificcoastairmuseum.org.

The **Volunteer Badge** is available to anyone who donates any of their time. **Volunteer Hour Pins** are awarded for 100, 300, 500, 1000 and increments of 1000 hours to 5000 hours.



**YF12A #60-6934 LAC#1001**

Back in the days when there was an Air Defense Command, General A.C. (Sailor) Agan was lobbying for a replacement for the F106. The YF was so successful that we were given a follow-on contract to up-grade one of the A/C (#934) to be a YF12A/B, prototype for a production fighter called the F12. The production contract was to be for 200 airplanes! #934 was, with engines and outer wings removed placed back on the delivery trailer and transported back to Burbank, California. There it was to be given a flat nose (like ASAR) because Hughes had developed a new antenna that could operate in an enclosure close to the original design contours of the "A" & "SR-71" noses. It was actually to be an SR-71 converted to a Fighter/Interceptor in its final configuration. There was going to be a big buy of these new Interceptor type fighters, the F12. As part of the work the airplane was placed back in the jigs and was unmated at station 715. Lo and behold the Department of Defense (DOD) Whiz kids prevailed. These people canceled the YF program in its entirety. Gen. Agan resigned under protest of McNamara's treatment of the program. It was replaced by the F106, what they already had in service. This was cheaper and allowed them to waste more money on Viet Nam. YF12A, #934 pieces remained at Burbank for a time until the AF realized that having lost one of their "B" models, they needed another trainer. At Burbank there was a complete metal mockup fore-body of an SR-71. It was complete except that on assembly it was never meant to fly, so all the fuselage panels were assembled dry, no sealant. Thus was born #981, the vehicle that nobody liked because it was different. #934's fore-body hung around Burbank until Lockheed finally interested NASA Dryden into having it shipped up to Edwards AFB for testing purposes. They did ultimately use it for fit check and tryout of the quartz heaters in a test that was completed using #935. It was damn expensive buying and powering all the heaters required to completely wrap the airplane in this heater shroud. It had to be done late at night when the power requirements on the base were the least. I don't remember the electrical load but it was huge. The purpose of this test was to heat the vehicle to a hot-leg environment, so as to calibrate and confirm all their thermocouple data from their test flights. The aircraft had to be fueled for this. We used denatured alcohol instead of JP-7. The fore-body from #934 kicked around in the junk pile for a while and at the closing of NASA YF12A Program in was carted off, by Lockheed ADP people.....to that great place of mystery and was buried.



It may be hard to believe, but in 1961 an open-cockpit biplane, designed in 1934, still remained in active service with the US Navy. That year the US Naval Academy in Annapolis retired the last of the N3N-3 "Yellow Peril" primary trainers



One of two [Rockwell-MBB X-31](#) Enhanced Fighter Maneuverability Demonstrator aircraft (top), flown by an international test organization at [NASA's Dryden Flight Research Center, Edwards Air Force Base, California](#), is seen here during a research flight over the desert floor. The X-31 had a three-axis [thrust vectoring](#) system, coupled with advanced flight controls, to allow it to maneuver tightly at very high angles of attack.

Executive Director Update

As I sit down to write this column, I think about the past year and I am almost overwhelmed with all that the Pacific Coast Air Museum and its wonderful cadre of volunteers have accomplished. The year started off with our magnificent WWII veteran [Hattie Stone](#) donating her second \$25,000 donation to the museum's building fund. It was touching to be part of the standing ovation given Hattie at the Christmas meeting for her generosity and caring. Others have indicated that they will be thinking about the Pacific Coast Air Museum in their estate planning and we thank every one of you. Another milestone for the Pacific Coast Air Museum in 2007 was the educational partnership we developed with the Wells Fargo Center. As a result of this new partnership, hundreds of schoolchildren were exposed to aviation at both the Wells Fargo Center and at our Air Museum. [Allan Morgan](#) did a terrific job of putting it together. In May we went on another tour. A hearty group climbed onto a bus and visited the Aerospace Museum of California (aka McClellan Museum) and the Da Vinci Experience Exhibit. On the way back we also toured the Travis Air Force Base Museum and were also given a windshield tour of the entire base while we learned about the base's history and current mission. We had another hugely successful Shrimp Feed fundraiser in June, this time in the City of Santa Rosa's Finley Center. The new location and the event worked so well that we're going to make the Shrimp Feed an annual event. Mark your calendars now for June 7, 2008, for our next terrific shrimp feed.

Sadly, we lost a long time member and aviation history buff extraordinaire with the passing of [Harrison Rued](#) in April. We were pleased and honored to dedicate the first ever Memorial Bench to Harrison a few months later with his family attending. It was a wonderful and heartwarming event.

On the facility side of things, the museum had a banner year - - new conference table and chairs; lighting for the new patio; new roof, gutters and downspouts for the old lanai; new shop in place soon to be ready for crew chiefs and crews; and, plans being developed to convert the old shop into more exhibit space for the museum and the Gift Shop, as well as creating a break room for our volunteers. The terrific float that [Duane Coppock](#) built, "Dogfight at the Wings Over Wine Country Air Show" drew rave reviews at it's appearances at the Santa Rosa Rose Parade, Windsor Day Parade and at our Shrimp Feed.

2007 saw the birth and successful launch of "Hot Dog" Thursdays. Many folks who had never been to the Pacific Coast Air Museum came, had a hot dog, and now know about our museum.

The "Big Dog" crew tells me that they can't wait until April to start them again. 2007 also witnessed several Blood Drives at the museum, in conjunction with our "Hot Dog Thursdays" and the Blood Bank of the Redwoods. August brought our annual "Wings Over Wine Country" Air Show, by every account and measure, the best we have ever put on. Even now, four months later, we are still hearing from folks about just how great our 2007 Air Show was. The C-17, as usual, stole the day, as did the surprise arrival of a P-38 Lightning. If we can raise enough money to do it, we're going to try and have two P-38s at our 2008 Air Show. We have \$2200 contributed so far, with another \$2000 pledged. It's going to take \$15,000 to bring one P-38 to our show next year, \$25,000 to bring two of them.

On the day after the show, the C-17 aircrew wrote and told me that they go to air shows all over the country, but enjoy our Air Show the best and get treated better at our show than at any other show they go to. They then asked me if they could return next year! And the September issue of "Pacific Flyer" had a wonderful three page spread on our Air Show, the final paragraph of which stated: "The Wings Over Wine Country Air Show has done everything right over the years. They have become the premier war bird and aerobatic air show in Northern California". Quite a compliment. Congratulations again to all of you who made it happen.

In October, after a year and one-half long quest, the Pacific Coast Air Museum was able to recover some major components of an SR-71 "Blackbird", the fastest and highest flying aircraft in the world. The exhibit at the museum consists of an SR-71 nose, rudder, engine spike and Astro Navigation System. This exhibit is drawing a lot of attention from our visitors.

Our "Santa Fly In" on December 15th was the best attended ever. Over 300 people showed up. Santa landed in a red Reach Helicopter and sat inside our Huey talking to the children and giving each one a gift. New this year, and hugely successful, was the addition of a jumpee and slide for kids, as well as a petting zoo.

The December 19th Christmas and Holiday Member Meeting was a great one. Standing room only, terrific holiday cheer, some of the best pot luck food dishes I've ever tasted, a host of wonderful awards and thanks to deserving folks. Hearty congratulations to [Duane Coppock](#) who was named "Volunteer of the Year", to [Barney Hagen](#) who won the President's Award for his service and to the many other outstanding volunteers who were recognized with awards during this meeting.

Congratulations are also in order to [Jim Cook](#), [John Rutigliano](#) and [Garry Beverlin](#) who were elected to fill seats on our Board of Directors. We have a great Board that tends to the business and policy end of the museum and I'm looking forward to working closely with the Board in 2008.

So, looking forward to 2008...what's in the crystal ball?

The U-2 Shootdown Exhibit is on its way to our museum. This graphic display of the May 1, 1960, shoot down of [Francis Gary Powers, Sr.](#), in his U-2 over the Soviet Union, his capture, trial, etc, will be at our museum from January 17 through April 15. Powers will be speaking on Wednesday, January 16th, 7:00pm, in the Merlo Theater of the Wells Fargo Center for the Arts (tickets are still available). Tickets are also still available for the "Private Preview and Lunch with Powers" starting at 11:30am, Wednesday, January 16th.

I think we already have the makings of an Air Show as good or even better than 2007. Steve Hoxie, [Barney Hagen](#), [Bill Greene](#), [Roger Olson](#) and I are working on lining up some things that I think you will really enjoy.

We are still working with the Airport Manager, County staff and the County Board of Supervisors to get approval to lease the land known as the "Sheriff's Garden" for our new museum. We have a long way to go, but if we are able to lease this prime piece of land on Airport Boulevard at the main entrance to the airport, our new museum will be the gateway to the Charles M. Schulz-Sonoma County Airport. So wish us luck and we will keep you informed.

Finally, I want to thank everyone for the terrific support I continue to receive as your Executive Director. With your help and hard work we've accomplished a very great deal in 2007; and, because of you and our Pacific Coast Air Museum, it has been a most satisfying and rewarding year for me. Many thanks.

Happy New Year and here's to a great 2008 for our Pacific Coast Air Museum!

Smooth landings,
Dave



**Visit Pacific Coast
Air Museum
January 19th & 20th
Climb Aboard Weekend
Featuring the
Blue Angels F-4 Cockpit**

REMEMBER THESE DATES

January 9th @ 8:30 AM Board of Director's Meeting at the Air Museum.

January 15th @ 12:00 PM Executive Director's Meeting

January 16th @ 7:00 PM Monthly Membership Meeting "Powers U-2 Presentation", Merlo Theater, Wells Fargo Center (tickets required)

January 19th @ 11:00am New Member Orientation at the Air Museum

**PACIFIC COAST AIR MUSEUM
2230 Becker Blvd.
Santa Rosa, Ca 95403**