



STRAIGHT SCOOP

Volume XIV Number 2 February 2008

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

2007 “Wings Over Wine Country” Air Show Video

The 2007 “Wings Over Wine Country” Air Show video is here. The preview copy was terrific and you will love it. The Pacific Coast Air Museum Gift Shop has them in stock now. Get yours before they run out. This is a “must have” item for all aviation fans. The price is \$14.95 for members and \$19.95 for non-members. If you wish to have your copy mailed to you, call the museum gift shop with your credit card number and for \$25.00, a copy will be sent to you. This is a great deal, so don't miss it.

The New Shop (progress report)

[Jimmy Long](#) and his crew have made great progress in preparing the new shop for use. The electrical system is up and running as are the lights and heat/air conditioning systems. Below is a photo of Jim Long “at work” in the new shop. Jim Cook says it will be painted if it ever stops raining. Kudos to both Jimmy and Jim, Larry Rengstorf, Ron Stout, Bill Greene and everyone who has worked on this terrific project. This will be a wonder addition to our Air Museum and great for our Crew Chiefs and crews.



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 Skyline 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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February Guest Speaker (article by Chuck Root)

[Pat Grill](#), 88, was the Intel. Officer for the 509th, the squadron that dropped the Atomic Bomb on Hiroshima. Pat was drafted into the Army in April of 1941, and served 8 months before the Pearl Harbor attack. He was later recruited by Tibbets into the 509th as the squadron began training in Wendover, Utah. He headed the teletype group and was tasked as the communications person for [Paul Tibbets](#), recently deceased at age 92. Pat was friendly with the Tibbets crew including [Dutch Van Kirk](#) and knew that “Little Boy” was an Atomic Bomb. He was one of the first to see photos taken of the attack on Hiroshima. After the war, Pat worked for the Pet Milk Company and was Executive of Laura Scudders Snack Foods. He lives in Oakmont with his wife.

The Pacific Coast Air Museum welcomes these new members.

Aaron Alves Family - Windsor
List Mast & Mark O'Reilly - Santa Rosa
Wayne Padd Family - Santa Rosa
William & Jeanne O'Byrne - Napa
Michael Stanford - Guerneville
Allen Pisenti - Santa Rosa
John & Linda Fetchko - Rohnert Park
The Beck Family - Santa Rosa
Rick Abbott - Santa Rosa
Wes Daniels Family - Santa Rosa
Boyd Getz - Santa Rosa
Tim Ballen Family - Santa Rosa
Gary & Lorraine Plass - Healdsburg
John Hazlett - Santa Rosa
Catherine Moffat - Petaluma
Travis & Cydney Doerres - Rohnert Park
Roy Domke, Jr. - Healdsburg
Brad DeMeo Family - Windsor
Terry & Sandy Nelson - Santa Rosa
Valerie Suberg Family - Windsor

Display of Private Aircraft at the Pacific Coast Air Museum

Due to issues which arose during the past year, the museum's Board of Directors developed and approved a new policy for the "Display of Private Aircraft at the Pacific Coast Air Museum" at their January 9, 2008 Board meeting.

The new policy is effective immediately. A copy follows this introduction.

The major changes are:

"The requirements to display aircraft are:

1. A signed Agreement and Release from Liability (form attached to this policy and also available at the museum).
2. 2 A copy of the aircraft registration.
3. 3 Certificate of Insurance which lists Pacific Coast Air Museum as an additional insured.

We must have the three documents above before you bring your aircraft to the museum for display".

When we receive these three documents from you, your name and aircraft number will be added to a list of "approved display aircraft" which will be maintained in the Gift Shop. You will not have to bring the documents over each time you display.

The Board did not implement this change of policy to make things more difficult. Events of the past year have resulted in the need to make the changes, none of which should result in any additional cost to displayers of private aircraft.

We have sent the new policy to everyone on our E-SCOOP e-mail list and have mailed a copy of the new policy to everyone who displayed during 2007. If you haven't received a copy of the new policy and would like one, they are available from Dave or Duane in the museum's Admin Office (or we can e-mail one to you).

The Board implemented the new requirements at the start of the calendar year so that everyone would have time to add the museum to their insurance and get all three documents to us early and still have plenty of time to display for 2008 property tax credit.

If you have any questions, please do not hesitate to contact Board President Mike Voorhees at president@pacificcoastairmuseum.org or me at director@pacificcoastairmuseum.org.

Thanks for your understanding and cooperation.

Dave Pinsky
Executive Director

Display of Private Aircraft at the Pacific Coast Air Museum

Because of new aircraft acquisitions and TSA security requirements, we are down to very few spaces available for display of non-museum aircraft. Before you tow over or fly in, give us a call to make sure we have space. It's a service we offer when space is available and we are open. We have to certify that your aircraft was not only here, but was displayed on museum property and was here all day on a day the museum was open. We find that lots of folks want to display their aircraft on weekends near the end of the year. Please try to display your aircraft early in the year and give us a call to find out whether or not we have space before you bring your aircraft over. If we do, we're happy to work with you.

- **We have two spaces for the display of non-museum aircraft.** The display pads are the two hard surface hardstands located at the northwest end of the museum property, between the Civil Air Patrol building and the Executive Shade hangar. They are labeled Pads 1 and 2 on the hard surface. We can no longer display private aircraft at the east end of our museum collection. The space at the east end previously used to display private aircraft has been taken up by our newly acquired S-2 and the remaining grass area belongs to Dragonfly Aviation. So please do not more park at the east end. **Do not park on Dragonfly Aviation property. We will not sign off any aircraft that park on Dragonfly property.** The two display aircraft spaces are at the northwest end as described above. Any exceptions must be approved by the Executive Director or Master Crew Chief in advance.

The requirements to display aircraft are:

- 1 – **A signed “Agreement and Release from Liability”**(form attached to this policy and also available at the museum).
 - 2 – **A copy of the aircraft registration.**
 - 3 – **Certificate of Insurance which lists “Pacific Coast Air Museum” as an additional insured.**
- **We must have the three documents above before you bring your aircraft to the museum for display.**
 - **We also have a long-time requirement that you must be a Pacific Coast Air Museum member to display your private aircraft for tax purposes.** We're providing a service that helps you save money on your property taxes. It seems reasonable that we should provide this service only to our museum members. If you are not a member and would like to display your private aircraft, we're happy to have you join.
 - **We will take reservations up to seven (7) calendar days in advance. You MUST call the Gift Shop and get your reservation in the book for the day you want to display. If you haven't made a reservation, please call our Gift Shop before you bring your aircraft over to ensure that we have a space for your aircraft.**
 - **In order to get credit for displaying your aircraft, it must be on museum property (on Pad #1 or #2) and be here for the entire day (10-4) on a day the museum is open.** We're not supposed to certify you were here if you show up at 12:00pm and want credit for the entire day and we cannot certify your aircraft for days that the museum is not open.

- **Please be aware that we do not provide security, day or night, and are not responsible for damages of any kind to private aircraft parked at the museum.**
- **When you leave your aircraft on display with us, you must come into the Gift Shop and log it in.** We cannot certify that your aircraft was here if it is not in the Gift Shop log. The reservation does not count for this purpose.
- **If you leave your aircraft overnight you will be tagged by airport personnel and have to pay tie-down fees.** There is nothing the museum can do about that.
- **Please don't leave your aircraft for more than two days at a time.** First, it is not fair to others who might want to display their aircraft. Second, your aircraft may be in the way of museum maintenance activities and you could generate significant tie-down fees due to the airport.
- **Finally, put a placard on the prop or in some other significant place that tells about your aircraft.** You are displaying your historic aircraft at an Air Museum and get a tax benefit for doing so.

The Sonoma County Assessor thinks there ought to be a sign on your aircraft telling our visitors about it. So do we. When people ask our volunteers about your aircraft, without a sign or prop placard, we may not know and it's really not in the spirit of displaying your historic aircraft at an Air Museum.



This is the P-38 "Lightning" Can you name the manufacturer?

Answer on bottom of page #11

AGREEMENT AND RELEASE FROM LIABILITY

1. Voluntary Participation. I, _____, acknowledge that I have voluntarily applied to display the _____ [manufacturer/model] aircraft, _____ [serial number], _____ [registration number] owned by me (the "Aircraft" or "AIRCRAFT"), at the premises of Pacific Coast Air Museum, a California Non-Profit Corporation, located at 2230 Becker Blvd., Santa Rosa, California 95403.

2. Assumption of Risk. I AM AWARE THAT DISPLAY OF THE AIRCRAFT AT THE PREMISES OF PACIFIC COAST AIR MUSEUM INVOLVES THE RISK OF DAMAGE TO THE AIRCRAFT. I AM VOLUNTARILY DISPLAYING THE AIRCRAFT WITH KNOWLEDGE OF THE DANGER INVOLVED, I HEREBY AGREE TO ACCEPT ANY AND ALL RISKS OF DAMAGE TO THE AIRCRAFT, INCLUDING BUT NOT LIMITED TO ANY AND ALL RESULTING DIMINUTION IN VALUE OF THE AIRCRAFT OR OTHER ECONOMIC LOSS, AND VERIFY THIS STATEMENT BY PLACING MY INITIALS HERE:
_____.

3. Acknowledgment of Display Policy. I have carefully read the Pacific Coast Air Museum display policy entitled "Display of Private Aircraft at the Pacific Coast Air Museum" and fully understand its contents.

4. Release. As consideration for being permitted by Pacific Coast Air Museum to display the Aircraft at its premises, I hereby agree that I, my assignees, heirs, distributees, guardians, and legal representatives will not make a claim against, sue, or attach the property of Pacific Coast Air Museum on account of injury or damage resulting from the negligence or other acts, howsoever caused, by any employee, agent or contractor of Pacific Coast Air Museum as a result of my display of the Aircraft at the premises of Pacific Coast Air Museum. I hereby release Pacific Coast Air Museum and each of its respective agents and employees, including but not limited to its directors and officers, from all actions, claims, accounts, causes of action or demands that I, my assignees, heirs, distributees, guardians, and legal representatives now have or may hereafter have for injury or damage resulting from my display of the Aircraft at the premises of Pacific Coast Air Museum.

5. Knowing and Voluntary Execution. I HAVE CAREFULLY READ THIS RELEASE AND FULLY UNDERSTAND ITS CONTENTS. I AM AWARE THAT THIS IS A RELEASE OF LIABILITY AND A CONTRACT BETWEEN ME AND PACIFIC COAST AIR MUSEUM AND SIGN IT OF MY OWN FREE WILL.

Executed _____ 200__ at Santa Rosa, California.

Signature

Signature of Witness

Print Name

Print name of Witness

Powers U-2 Exhibit and Presentations

As most of you know, [Francis Gary Powers](#) was in town the week of January 14th, and his visit was a huge success for our Pacific Coast Air Museum. It certainly let the community know about the education component part of our mission. On Tuesday, January 15th, former Secretary of the Air Force and huge supporter of our Air Museum, [Tom Reed](#) and his wife Kay, threw a fundraiser reception at their home for Powers. Not only did it raise money for the museum, it also introduced some very influential and key people to the Pacific Coast Air Museum. On Wednesday, January 16th, we had a "Private Preview and Lunch" with Powers as a fundraiser. It sold out and proved very popular with those who attended. The Wednesday evening event at the Wells Fargo Center was the frosting on the cake. The house was full. [Tom Reed](#) gave the political background that led to U-2 over flights, Powers told all about his Dad's flight, shoot down, capture, trial, imprisonment, release and his life after all of this. [Chris Mayse](#), the Beale Air Force Base Wing Historian filled the audience in on the advances in the U-2 and its capability from the time Powers was shot down in 1960 to today when the U-2 provides direct support to the commander on the ground. Following their presentations, all three were on the stage and answered questions from the audience. Following this, Powers autographed his father's famous book, "Operation Over flight" in the lobby and special U-2 Challenge Coins were available for purchase. The Francis Gary Powers U-2 Shoot down Exhibit will on display at the Pacific Coast Air Museum until April 15th.

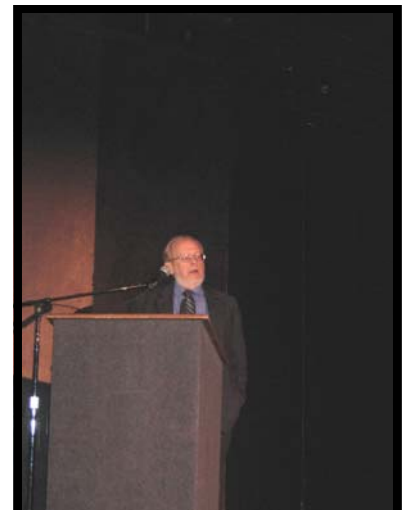
We have a supply of autographed books and a very few of our limited edition "Francis Gary Powers U-2 Shoot down Exhibit" Challenge Coins available for sale.



Tom Reed
Former Secretary
of the Air Force



Francis Gary Powers, Jr.



Chris Mayse
Beale AFB Historian

Douglas RB-66B



The shooting down of an EB-66 over North Vietnam became the subject for the book "Bat 21" by William Charles Anderson, and later a film version (1988) starring Gene Hackman and Danny Glover. The story depicts the controversial rescue of Lt. Col. Hambleton, the navigator of an EB-66 (call sign "Bat 21"), and only survivor after the aircraft was struck by a surface to air missile on April 2, 1972. Lt. Col. Hambleton landed in an area containing over 30,000 North Vietnamese forces that were about to be ambushed and attacked by South Vietnamese forces.

As a result, the attack was cancelled while efforts were made to secure the rescue of Lt. Col. Hambleton. The delay resulted in the loss of an indeterminate but sizeable number of South Vietnamese soldiers as their positions were overrun, before American advisors initiated artillery attacks on the enemy forces in defiance of orders. Lt. Col. Hambleton was finally rescued by American and South Vietnamese Navy Seals [Thomas R. Norris](#) and [Nguyen Van Kiet](#) 11 and a half days later, but not before five aircraft and crews were shot down while attempting to rescue him, including a Bell UH-1H Huey (Blue Ghost 39) shot down on [2 April](#) with the loss of three of five crewmen (and two POWs), an [A-1 Skyraider](#) shot down on [4 April](#) with the loss of its crew, a [Sikorsky HH-53](#) "Jolly Green Giant" (Jolly Green 67) that attempted to rescue Lt. Col. Hambleton and was shot down on [6 April](#), resulting in the loss of all six crewmen, an [OV-10 Bronco](#) (Nail 38) that was lost on [3 April](#) with the pilot captured, and another [OV-10 Bronco](#) (Covey 282) shot down on [7 April](#), resulting in the weapons officer being captured and later executed. Nine additional aircraft and helicopters were badly damaged during the rescue attempts, most never to fly again. The OV-10A weapons officer who was rescued, was General Mark Clark's grandson

Executive Director Update

The response and attendance at our Powers U-2 Shoot-down presentations was extremely gratifying. Of the 308 tickets sold for the presentation at the Wells Fargo Center, 183 were purchased by Pacific Coast Air Museum members. Thank you all for the tremendous show of support from our members. We all owe a huge "thanks" to [Tracy Sawyer](#), Education Director at the Wells Fargo Center, and to the management of the Wells Fargo Center - - they provided the Merlo Theater, the printed tickets, the audio-visual staff and the ushers for the evening, all at no cost to the museum. Former Secretary of the Air Force [Tom Reed](#), a huge supporter of the Pacific Coast Air Museum, and his wife Kay, threw a fundraiser reception for Powers at their home and donated all of the proceeds to the museum. Thank you Tom and Kay - - your tremendous support of the Pacific Coast Air Museum is deeply appreciated. The "Private Preview and Lunch" with Powers fundraiser was a huge success and sold out. As the article on the exhibit here in the newsletter mentions, the U-2 Shoot-down Exhibit will be on display through mid-April. Autographed Powers "Operation Over-flight" books and the few remaining special U-2 Challenge Coins are available for purchase at the museum's Gift Shop.

Former Board President [Jimmy Long](#) is making progress with the County staff and we understand the Board of Supervisors will hold a closed hearing in February regarding our lease of the "Garden Area" for our new museum. President [Mike Voorhees](#) and I had a very productive meeting with a professional fundraiser (she just helped Kay Reed and the Healdsburg Hospital raise \$11.5 million for the new Healdsburg Hospital) and she will soon be briefing the Board on how an effective Capital Campaign should be run.

Speaking of Jimmy Long, he, an electrician and a crew of volunteers have the new shop wired for electricity and outlets galore. Thanks Jimmy for honchoing this project. If it ever stops raining long enough [Jim Cook](#) is going to paint the interior. Then [Ron Stout](#), [Bill Greene](#) and [Larry Rengstorf](#) will complete the outfitting of the interior and begin moving the contents of the old shop to the new one. Jim Cook informs me that he is funding and building a second floor penthouse which will contain a big screen TV, surround sound, easy chairs, a bar and a huge new office overlooking the museum grounds for the Executive Director (just kidding about this part of course). We owe thanks to everyone who has worked on the new shop. What a tremendous asset it will soon be for our crew chiefs and crews.

Speaking of the old shop, a committee developed several options for its future use and presented the recommended option to the Board at the January Board meeting. The Board approved the recommended design. The committee, chaired by Board member [John Rutigliano](#), is now working on the specs for the remodel so we can get bids for it. The remodel will result in more display space, a nicer library and better area for the flight simulator and a lounge area for our volunteers. It will also get rid of the roll up door, put a nicer entrance at the front of the Gift Shop, provide a smoother flow through the museum for our volunteers and will, at long last, provide air conditioning to the entire building.

Mark your calendar now for our Shrimp Feed fundraiser on June 7th. We have the Finley Center booked again. Folks really liked it there last year - - easy to find, good parking and a great indoor venue. Stay tuned for when tickets will go on sale.

We are looking for donations to bring one, possibly two, P-38s to this year's Air Show. We have received \$2,200 in cash to date, and pledges for another \$2,000. The cost to bring them here is \$20,000. But imagine two P-38s on the ground here, and both flying at least once a day. If you'd like to help fund this "war-bird" effort, please let me know by e-mail or phone (575-7900). We've got a terrific Air Show shaping up. We've tentatively booked the popular [Jacquie B](#) and her Pitts and an all-female parachute team, the Misty Blues. Another tremendous aerobatic performer, [Paul Lopez](#) and his MK-2 will be here. Returning due to popular demand will be [Eddie Andreini](#) and his Stearman, and [Kent Pietsch](#). Kent will not only be doing his comedy and dead-stick acts this year, he will, for the first time at our Air Show, be doing his famous takeoff and landing from the top of a truck! On the military side, most of you know we've already got the C-17 coming back. So is Beale's U-2. We're working with the Navy on some F-18s and with the Air Force (we asked for an F-22, but we told them we'd "settle" for an F-15). We hope to have a "year of the War-bird" show, led by the P-38s, a Spitfire and hopefully two P-40s. Finally, we just learned that we have landed the Air Force "Jet Car" for this year's show. This popular act is very hard to get and should be a huge attraction. If you want to volunteer for this year's Air Show, now is the time to do by contacting Bobbie Lewis at rlewis6543@sbcglobal.net.

Finally, we're working hard on possibly producing a WWII USO Show and Swing Dance this October, in a hangar on the airport. We'll need LOTS of help to put this one, but it will not only raise money for the Pacific Coast Air Museum and the USO, it will be great publicity for our Air Museum and should be a lot of fun. We'll let you know the details over the next month or two.

Thanks again for your great support for the Powers presentation. The entire evening and your great support made me very proud to work with you and to be your Executive Director.

Smooth landings, Dave



Lockheed U-2 "Dragon Lady"



**Visit the Pacific Coast Air
Museum on
February 16th & 17th and
“Climb Aboard” the
HU-16 “Albatross”**

REMEMBER THESE DATES

February 6th @ 8:30am Board of Director’s Meeting at the Air Museum.

February 12th @ 12:00pm Executive Director’s Meeting

February 16th @ 11:00am New Member Orientation - - come find out all about your Air Museum and the opportunities that abound!

February 20th @ 7:00pm Monthly Membership Meeting at SCOE

PACIFIC COAST AIR MUSEUM

2230 Becker Blvd.

Santa Rosa, Ca 95403