



STRAIGHT SCOOP

Volume XVII Number 3 March 2011

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

Guest Speaker

March 16, 2011

Hear the story of one of the Tuskegee Airman whose Air Force career spanned WWII, Korea and Vietnam. [Lt. Col. James C. Warren](#) author of the "*Freeman Field Mutiny*" will join us at our March 16th membership meeting to share his story. He will also be offering autographed copies of his book for sale at our Wednesday evening gathering. This is one meeting not to be missed.



For more about this Real American Hero see page # 3

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 **Mesa Beverage Company, Inc. 3200 N. Laughlin Road. Santa Rosa, CA**

“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 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: 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
) . 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.

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Lt. Col. James C. Warren

In the summer of 1942, [James C. Warren](#), a 19-year-old underprivileged young black man from Gurly, Ala., read the August issue of American Magazine. An article titled "I Got Wings," written by Second Lieutenant [Charles H. Debow](#), touched him deeply. Debow was one of the first five black cadets to graduate at Tuskegee Army Air Field and earn his silver wings.

"I was so proud; it brought tears to my eyes," Warren recalled. "The thought of ever being a part of that program never even touched my mind."

Determined to overcome limited resources and racial discrimination, Warren went on to become one of the venerable Tuskegee Airmen. As an officer in the 477th Bombardment Group, he was one of the first 19 arrested during the "Freeman Field Mutiny" of 1945; 162 black officers were arrested for demanding lawful entry into the white officer's club at Freeman Field, Ind. Nine years before Martin Luther King Jr. and Rosa Parks refused to obey the bus laws in Montgomery, Ala., the 477th BG was the first group to challenge a major department of the U.S. government on civil rights.

With more than 12,000 hours of flying and service in three wars, Warren's extraordinary flying career reached a pinnacle in 1973. He was selected as navigator on the first C-141 to fly into North Vietnam to return the first group of POWs to Clark Air Force Base in the Philippines.

The achievements of [Lt. Col. James Warren](#) didn't stop there. Because of his diligence and convincing research, 50 years after the incident at Freeman Field, the Air Force removed the reprimands from the permanent military records of the arrested officers.



The "Hanoi Taxi" C-141 #66-0177

Update on F-15 Activities

Development Director [Barbara Beedon](#), Executive Director [Dave Pinsky](#) and President [Jim Cook](#) were joined by a group of community leaders at the end of January for a Focus Group meeting, to help with referrals and strategies for the campaign to raise money to fund an exhibit for the 9/11 First Responder F-15 Eagle.

A lot of great ideas were recorded, and many will be used in our efforts to raise the funds it will take to design and build an exhibit. Participants were: [Ernesto Olivares](#), Mayor of Santa Rosa; [Mark Ihde](#), President & CEO, Goodwill Industries (and former Sonoma Co. Sheriff); [Keith Woods](#), CEO, North Coast Builders Exchange; [Craig Schulz](#), "Head Beagle" at the Schulz Museum, and good friend of PCAM; [Rich Abazia](#), Broker/ Owner of Cypress Financial Mortgage; [Ross Liscum](#), Ross Liscum Properties and Century 21 Realty; [Larry Simons](#), Simons & Woodard Architects, [Jim Guerin](#), IN GEAR Creations, and PCAM member and retired Boeing executive, [Rich Harkness](#).

Plans are also underway to hold a major donor fundraising event in partnership with former Secretary of the Air Force, [Tom Reed](#). We are hoping to have the pilot of our F-15 on 9/11 as a special guest, and the plans for the exhibit will also be on display at the event.



Annual Shrimp Feed



Tickets are \$45 each and may be purchased at the museum or in advance through the museum's web site. A limited number of tickets will be available at the door for \$50 as long as they last.

I was out taking pictures of the F-15 now that the wings are attached. There were these "tea bags" hanging under the wing, and I didn't have any idea what they were. Apparently, with many of the aircraft we acquire, part of the challenge of the restoration is finding the right parts.

For the F-15, the screws and other parts were saved and put into little bags..... little tea bags full of screws..... nice touch!

Barbara Beedon

When

Saturday, June 4th
No-Host Bar opens 5pm
Dinner 6:00-8:00pm

Where

Finley Community Center
2080 W. College Avenue
Santa Rosa

Cost

\$45 Dinner Tickets *includes:*
Cajun or Sauteed Shrimp, Caesar Salad, Marinara
and Pesto Pasta & Garlic Bread

Tremendous Raffle

including Airplane Rides!

Spectacular Silent Auction

Including Reno Air Race Week at Lake Tahoe,
San Francisco Bay Cruise, P-51 Flight & more



H-34 Choctaw March “Climb Aboard”

History

The aircraft first flew on 8 March 1954. The first production aircraft was ready in September and entered in service for the US Navy initially designated **HSS-1 Seabat** (in its anti-submarine configuration) and **HUS-1 Seahorse** (in its utility transport configuration) under the [US Navy](#) designation system for US Navy, [US Marine Corps](#) and [US Coast Guard](#) aircraft. The US Army and Marine Corps respectively ordered it in 1955 and 1957. Under the [US Army's](#) aircraft designation system, also used by the [US Air Force](#), the helicopter was designated **H-34**. The US Army also applied the name **Choctaw** to the helicopter. In 1962, under the new unified DoD aircraft designation system, the Seabat was redesignated **SH-34**, the Seahorse as the **UH-34**, and the Choctaw as the **CH-34**.

Roles included utility transport, anti-submarine warfare, search and rescue, and VIP transport. In its standard configuration transport versions could carry 12 to 16 troops, or eight [stretcher](#) cases if utilized in the [MedEvac](#) role, while VIP transports carried significantly fewer people in significantly greater comfort. A total of 135 H-34s were built in the U.S. and assembled by [Sud-Aviation](#) in France, 166 were produced under licence in France by Sud-Aviation for the French Air Force, Navy and Army Aviation (ALAT). The CH-34 was also built and developed under license from 1958 in the [United Kingdom](#) by [Westland Aircraft](#) as the turbine engine [Wessex](#) which was used by the [Royal Navy](#) and [Royal Air Force](#). The RN Wessex was fitted out with weapons and ASW equipment for use in an antisubmarine role. The RAF used the Wessex, with turboshaft engines, as an air/sea rescue helicopter and as troop transporter. Wessexes were also exported to other countries and produced for civilian use.

The [U.S. Coast Guard](#) flew the H-34 helicopter from 1959 to 1962.

In 1955, the U. S. Marine Corps received its first HUS-1s as an interim type until the much larger HR2S heavy lift helicopter (later [CH-37 Mojave](#)) entered squadron service. However, the HUS lasted far longer in USMC service, and in much greater numbers, than the HR2S ever did. Ultimately the Marine Corps took delivery of 515 UH-34Ds. From the late 1950s until the CH-46 entered service in 1965, the UH-34 operated as the mainstay of Marine Corps helicopter units.

Vietnam French evaluations on the reported ground fire vulnerabilities of the CH-34 may have influenced the U.S. Army's decision to deploy the [CH-21 Shawnee](#) to Vietnam instead of the CH-34, pending the introduction into widespread service of the Bell [UH-1 Iroquois](#). US Army H-34s did not participate in Vietnam, and did not fly in the assault helicopter role, however a quantity were supplied to the Army of the Republic of Vietnam. These saw little use due lack of spare parts and maintenance.

The U.S. Marine Corps (USMC) continued to use the H-34 pattern even after the U.S. Army had phased it out. Even after the USMC adopted their own version of the UH-1, the UH-1E, the CH-34s continued to be used up to and for a period after the Tet Offensive in 1968.

(continued on Page # 7)

Its higher availability and reliability due to its simplicity compared to the newer helicopters led Marines to ask for it by name. The phrases "give me a HUS", "get me a HUS" and "cut me a HUS" entered the USMC vernacular, being used even after the type was no longer in use to mean "help me out".

U.S. Marine Corps H-34s were also among the first gunship helicopters trialed in theatre, being fitted with the [Temporary Kit-1 \(TK-1\)](#), comprising two [M60C machine guns](#) and two 19 shot [2.75 inch rocket](#) pods. The operations were met with mixed enthusiasm, and the armed H-34s, known as "Stingers" were quickly phased out. The TK-1 kit would form the basis of the [TK-2](#) kit used on the UH-1E helicopters of the USMC. On August 18, 1969, the last Marine UH-34D in Vietnam was retired from [HMM-362](#) at [Phu Bai](#). During that period, enemy action and accidents downed 134 helicopters. Most of the twenty surviving CH-34 helicopters were turned over to the South Vietnamese during the course of the war, though a few were ultimately reclaimed by the Army prior to the final collapse of the Saigon Government.^{[[citation needed](#)]}

In the late 1950s, [Air America](#), a [CIA](#)-created airline, began flying UH-34Ds in Laos, manned by crews on leave from the Marine Corps. When the last military UH-34 left Vietnam, Air America was still operating the type, including upgraded S-58Ts.^{[[citation needed](#)]}

Post-Vietnam War

The H-34 remained in service with Army and Marine Corps aviation units well into the late 1960s, and was standard equipment in [Marine Corps Reserve](#), [Army Reserve](#) and [Army National Guard](#) aviation units until replaced by the [UH-1 Iroquois](#) utility helicopter. Sikorsky production ceased in 1968, with 1,821 built. On 3 September 1973, the last flight of a USMC UH-34 occurred as bureau number 147191 was flown to [MCAS New River](#).^[5] All H-34 helicopters were retired from service in the U.S. military by the early 1970s.

Foreign service

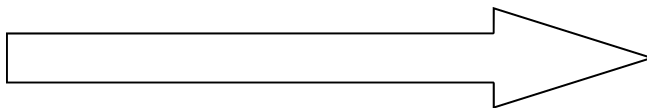
France

The French Navy adopted the SH-34 Seabat in 1955, using the helicopter during the [Algerian War](#) of 1956-62. Beginning in 1956, the H-34 saw its introduction into combat during intensive operations with the French in Algeria. The [French Army](#) had earlier modified the H-19 and [Piasecki H-21](#) with rockets and machine guns for use in a ground attack role; the French Navy performed the same modification to the CH-34 which was developed under the name **Pirate** and was extensively used in [counter-insurgency](#) airborne operations. The H-19 proved underpowered for the ground attack role, and the H-21 lacked mobility. The H-34 was able to carry more armament, including a [MGI51](#) 20 mm cannon firing from the cabin door, two [M2 .50 cal. machine guns](#) firing from the cabin windows to port, and batteries of 37- or 68-mm rockets. 73 mm rockets and additional machine guns were also employed on some versions. Official evaluations at the time had indicated that the CH-21 was more likely to survive multiple hits by ground fire than was the CH-34; this was assumed to be a consequence of the location and construction of the CH-34's fuel tanks

France bought 134 Choctaws in parts from the United States and assembled by [Sud-Aviation](#). A further 166 were manufactured later locally for the French Army, Navy and Air force, these again produced by Sud-Aviation.

For more history of the H-34 go to the internet and type H-34

PCAM's H-34





Pacific Coast Air Museum's Trip to the Castle Museum

PCAM members are invited to attend the annual museum bus trip to the Castle Air Museum in Atwater, California on Friday May 6th, 2011. We will depart our museum at 0730 hours and return at approximately 1730 hours. The cost of \$50 per person includes bus transportation, a box lunch and admission fees. Participants will have a choice of sandwiches such as Roast Beef, Ham & Cheese, Turkey or vegetarian, with bread choices of whole wheat, sourdough or a French roll. Side orders of cole slaw, pasta, potato or fruit. The drink choices are bottled water, Coke or Diet Coke. Members may sign up using the museum's web page or in person at the museum. Tickets available in the museum Admin Office and on line at www.pacificcoastairmuseum.org

The [Castle Air Museum](#) is a history lesson that the whole family should share. While there is nothing glamorous about war, these majestic birds serve as awe-inspiring reminders of how fragile our freedom is and how men and women stepped forward when that freedom was threatened.

When the closure of Castle Air Force Base was announced in 1994, a group of dedicated enthusiasts in the Atwater-Merced area formed a non-profit organization called the Castle Air Museum Foundation, Inc. Their purpose was to assume custody of the collection of aircraft. It was their dream to build a museum in which faithfully restored historic aircraft could be exhibited for public enjoyment. Castle Air Museum represents history in a way the whole family can share with our awe-inspiring majestic warbirds. To stand under the wing of the Convair RB-36H peacemaker or the Boeing B-52, you can imagine the sky around the bombers filled with enemy fighters!

The Castle Air Museum is continuing to add to its fine collection of historic World War II, Korean War, and Vietnam Conflict aircraft. At the present time the Museum has restored and maintains our entire complement of aircraft. [Sit back and take a brief tour of the aircraft located at one of California's premier air museums.](#) Then register for our Bus Tour to visit the museum in person to see these majestic warbirds up close!

Annual May Bus Trip

Castle Air Museum, Atwater, CA

Friday, May 6

Depart Pacific Coast Air Museum in large Airport Express bus at 7:30am

Return between 5:00 and 6:00pm

\$50 per person includes bus, box lunch and admission

Open to museum members only until April 1, only 55 seats available.

To sign up, bring check or cash of \$50 per member to [Dave Pinsky](#) or [Duane Coppock](#) in the Admin Office (no credit cards please)

You may also sign up at the Monthly Member Meetings while seats last and at www.pacificcoastairmuseum.org

9/11 “First Responder” F-15 Progress Report

This is the “On-Going Story of the First Responder”. As is was reported last month we have installed the horizontal stabilizers, the wings, and the belly sheet metal for the engine bay. Now we have started to install the sheet metal fairings on the wings. If you come out and see the white bags hanging under the left wing ([Barbara Beedon](#) calls them Tea Bags) they hold the hardware that mounts the sheet metal to the aircraft. [Kyle Johnson](#) (the Assistant Crew Chief for the F-15) has been braving the cold and has been trying to wash off the oxidized paint, he could use some help. Also you will note that the spray lac has been removed from the canopy, so that you can see into the cockpit. It looks good even though there are some scopes, gauges from the instrument panel and 2 panels missing from the side consoles. Ron Stout and I are trying to rig up some high pressure nitrogen so that we can open the canopy, allowing us to perform the cleaning, corrosion control, and maintenance in the cockpit. We are also going to design a hydraulic system for the canopy opening, and a dehumidification system to keep the cockpit clear of moisture. The damaged right tail cone is being worked on in the big hanger, the damaged material on the bottom has been removed and [Don Davis](#) has started trying to repair the rib structure. Once that repair has been accomplished we will try and remove the signal sensor on the left vertical to repair it. Our next big project after the sheet metal and wing bolt installation has been completed is the attachment of the ailerons and flaps.

I have seen the model of the First Responder exhibit and it is phenomenal. [Dave Pinsky](#) reports that the final exhibit design should be ready in a few weeks. Further work on the First Responder exhibit is dependent on raising fund for the project. Contact [Barbara Beedon](#) or [Dave Pinsky](#) if you would like to make a donation to this worthy effort or know someone who would. And if you would like to assist on the big job of restoring the F-15, all volunteers will be welcomed, contact me [Greg Thomas](#) (AKA “Tumbleweed”) at glassart@pacbell.net. I will be posting further status reports.





**Climb Aboard
H-34 "Choctaw"
March 19th & 20th**

REMEMBER THESE DATES

- March 2th @ 8:30 a.m. Board of Directors Meeting at the Museum
- March 15th @ 12:00 p.m. Executive Director's Staff Meeting at the Museum
- March 16th @ 6:00pm Air Show General Planning Meeting
- March 16th @ 7:00 p.m. Member Meeting

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