



STRAIGHT SCOOP

Volume XVII Number 3 March 2012

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

Member Meeting—March 21, 2012, 7:00pm, at Mesa Beverage

John Palmer, US Army helicopter pilot in Vietnam.

The speaker for our March 21, 2012, membership meeting is John Palmer who will be sharing his experiences flying Hueys and Cobras with the US Army Air Cavalry in Vietnam during 1970 and 1971. He will be talking about combat operations and tactics including Operation Lam Son 719 which involved the early 1971 invasion of Laos using Republic of Vietnam ground troops and U.S. air support.



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, 7:00 pm 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, address below.

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

Please visit our web site at

www.pacificcoastairmuseum.org

or call 707-575-7900 for details or further information.

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May 4th Bus Trip— Visit Beale Air Force Base

Wing Mission Briefing

Tour of munitions training squadron

See SR-71, D-21, U-2, T-38, Global Hawk and MC-12 up close and personal

Visit pressure suit facility and watch pilot suit up

Visit U-2 squadron and find museum member on U-2 solo board

Visit U-2 simulator

No-host lunch at Beale Recce Point Combined Officer/NCO Club.

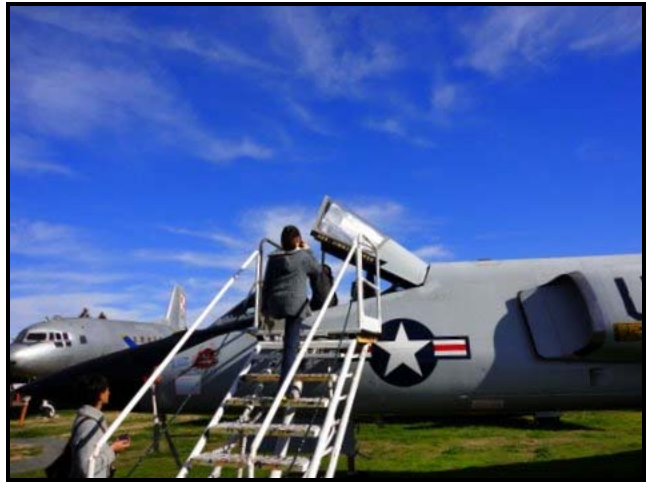
Sign up with cash or check in museum admin office.

The Friday, May 4th bus trip to Beale Air Force Base departs from the museum at 7:30am, and returns at 5:30pm. The cost for the trip is \$50 per person. Lunch is pay as you go.

Pacific Coast Air Museum's First Scholarship



Emily Dryer, who is studying Aeronautical Engineering at the Embry/Riddle University, Daytona, Florida, was the first recipient of the Pacific Coast Air Museum's Educational Scholarship. Scholarships may be given each year to a student who is working towards a vocation in aviation, be it Avionics, A & E / A & P, being a pilot or Air Traffic Controller, etc. The scholarship is funded by funds earned by the Educational Department and the generous support from board members and the membership. Applications are available from the Educational Department of the Pacific Coast Air Museum.



Visitors from Taiwan enjoying the Pacific Coast Air Museum

Bill Greene & Barney Hagen are pictured below back in familiar surroundings
The pictures were taken at the January "Climb Aboard" event at the
Pacific Coast Air Museum



Origin of the Checklist

On October 30, 1935, at Wright Air Field in Dayton, Ohio, the U.S. Army Air Corps held a flight competition for airplane manufacturers vying to build its next-generation long-range bomber. It wasn't supposed to be much of a competition. In early evaluations, the Boeing Corporation's gleaming aluminum-alloy Model 299 had trounced the designs of Martin and Douglas. Boeing's plane could carry five times as many bombs as the Army had requested; it could fly faster than previous bombers, and almost twice as far. A Seattle newspaperman who had glimpsed the plane called it the "flying fortress," and the name stuck. The flight "competition," according to the military historian [Phillip Meilinger](#), was regarded as a mere formality. The Army planned to order at least sixty-five of the aircraft.

A small crowd of Army brass and manufacturing executives watched as the Model 299 test plane taxied onto the runway. It was sleek and impressive, with a one-hundred-and-three-foot wingspan and four engines jutting out from the wings, rather than the usual two. The plane roared down the tarmac, lifted off smoothly and climbed sharply to three hundred feet. Then it stalled, turned on one wing and crashed in a fiery explosion. Two of the five crew members died, including the pilot, [Major Ployer P. Hill](#) (thus Hill AFB, Ogden, UT).

An investigation revealed that nothing mechanical had gone wrong. The crash had been due to "pilot error," the report said. Substantially more complex than previous aircraft, the new plane required the pilot to attend to the four engines, a retractable landing gear, new wing flaps, electric trim tabs that needed adjustment to maintain control at different airspeeds, and constant-speed propellers whose pitch had to be regulated with hydraulic controls, among other features.

While doing all this, Hill had forgotten to release a new locking mechanism on the elevator and rudder controls. The Boeing model was deemed, as a newspaper put it, "too much airplane for one man to fly." The Army Air Corps declared Douglas's smaller design the winner. Boeing nearly went bankrupt. Still, the Army purchased a few aircraft from Boeing as test planes, and some insiders remained convinced that the aircraft was flyable. So a group of test pilots got together and considered what to do.

They could have required Model 299 pilots to undergo more training. But it was hard to imagine having more experience and expertise than Major Hill, who had been the U.S. Army Air Corps' Chief of Flight Testing. Instead, they came up with an ingeniously simple approach: [they created a pilot's checklist](#), with step-by-step checks for takeoff, flight, landing, and taxiing. Its mere existence indicated how far aeronautics had advanced.





Climb Aboard
H-34 "Choctaw"
Helicopter
March 17th & 18th

REMEMBER THESE DATES

Tuesday, March 13th @ 12:00 p.m. Executive Director's Staff Meeting at the Museum
Wednesday March 14th @ 8:30 a.m. Board of Directors Meeting at the Museum
Saturday, March 17th @ 11:00 a.m. New Member Orientation
Wednesday, March 21st @ 7:00 p.m. Membership Meeting at Mesa Beverage

PACIFIC COAST AIR MUSEUM

2230 Becker Blvd.

Santa Rosa, Ca 95403