



STRAIGHT SCOOP

Volume XVI Number 11 November 2010

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

T-38 Talon

Here are a few facts about the Pacific Coast Air Museum's T-38 Climb Aboard display for November.

The [United States Air Force Strategic Air Command](#) (SAC) had T-38 Talons in service from 1978 until SAC's deactivation 1991. These planes were used to enhance the career development of bomber co-pilots through the "Accelerated Copilot Enrichment (ACE) Program". They were later used as proficiency aircraft for all [B-52](#) and [B-1](#) pilots, as well as [SR-71](#), [U-2](#), [KC-135](#), and [KC-10](#) pilots. SAC's successor, the [Air Combat Command](#) (ACC), continues to retain T-38s as proficiency aircraft for U-2 pilots.

The [Air Training Command's](#) (ATC) successor, the [Air Education and Training Command](#) (AETC), uses the T-38C to prepare pilots for aircraft such as the [F-15E Strike Eagle](#), [F-15C Eagle](#), [F-16 Fighting Falcon](#), [B-1B Lancer](#), [A-10 Thunderbolt](#) and [F-22 Raptor](#). The AETC received T-38Cs in 2001 as part of the Avionics Upgrade Program. The T-38Cs owned by the AETC will undergo propulsion modernization which replaces major engine components to enhance reliability and maintainability, and an engine inlet/injector modification to increase available takeoff thrust. These upgrades and modifications, with the Pacer Classic program, should extend the service life of T-38s to 2020.

Besides the USAF, USN and NASA, other T-38 operators include the German [Luftwaffe](#), the [Portuguese Air Force](#), the [Republic of China Air Force](#), and the [Turkish Air Force](#).



A T-38 from USAF Randolph AFB Texas



PCAMs T-38

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 Mesa Beverage Company, Inc. ,3200 N. Laughlin Road. Santa Rosa, CAI. 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 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
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Windsor, Ca 95492
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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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“Breaking News”!

The Pacific Coast Air Museum’s latest acquisition, an F-15, on loan from the National Museum of the United States Air Force, was the first aircraft to respond to the World Trade Center in New York City on September 11, 2001. We’ve been working on this important acquisition for over a year. Two weeks ago it was towed out of AMARG (the “Boneyard”) at Davis Monthan AFB to our contractor’s yard for dis-assembly and transport to Santa Rosa. We are planning a major, professionally designed exhibit to tell the story of and honor those who responded and protected our country on that historic and fateful day in our history.



Can you name this aircraft?

It was produced as Lockheed model #1329

Answer at bottom of page # 9



Pacific Coast Air Museum Hosts Our Largest Boy Scout Merit Badge Class

On Saturday October 23., 18 Boy Scouts, their parents & scout leaders from as far away as Tracy, Oakley & Marin County braved the wind & rain to attend the 6 hour Merit Badge Class. In spite of the inclement weather, the scout’s spirits were high and attentive. They will return November 6 to complete the Merit Badge requirements by flying our simulator and taking the very popular graduation flight with several of our pilots.

Allan Morgan
Education Director, PCAM

Picture #1. Scouts pre-fighting Paul Heck’s aircraft in the rain.

Picture #2. Discussing control surfaces.

Picture #3. Bill Green demonstrating the function of a jet engine.

November's Guest Speaker

Jack Ballenger, our guest speaker at the November 17th meeting of the Pacific Coast Air Museum, will share many memorable experiences he recalls from B-25 training and over the Poe Valley in Northern Italy, including his flying the last combat mission of World War II over Italy on April 25th 1945 as well as the time he successfully made a forced landing by literally plowing through a large mature vineyard after his landing gear had been blown away.

Born in Texas on New Years Day, 1923, Jack was taken as a six month old infant to the Los Angeles area. After sundry wartime related teenage jobs when he was but 20 years old and at the encouragement of an uncle, Colonel Nissley (USAF), stationed at Luke AFB near Phoenix Arizona, he signed up for the Army Air Corps, where after training deployment at no less than six Western stateside bases, he earned his Officer's Flight Wings in June 1944. His desire was to fly pursuit planes but he was assigned to the B-25.

Following the War's closure, through the GI Bill, he attained his teaching credentials at USC, where he met and in 1947 married a fellow aspirant, Mary, ultimately engaging "non-stop" grammar school teaching in the Los Angeles area in Campbell near San Jose and at the Bennett Valley School in Santa Rosa and at the Sebastopol Elementary school in the 60s, finally retiring in 1978. Since then he has "kept more than busy" steadfastly engaging in many altruistic commitments including being one of the very first docents at the Luther Burbank Home and Gardens in 1982 along with a similar dedication as a docent at the Jack London State Park for the past 15 years.

Jack and Mary have three professional career children along with five grandchildren who are well on their way to "fame and fortune".

This past spring, Jack pleurably attended several days of a reunion of B-25ers at the Hilton Hotel in San Francisco which was enjoyed by several hundred attendees from all over.



Gift Shop Manager Retiring

After ten years as Gift Shop Manager, [Bob Conz](#) is retiring. [Robin Dotti](#) has assumed the responsibility of Gift Shop Manager and is recruiting for an Assistant Gift Shop Manager. Bob is to be highly commended for his ten exceptional years of service in a difficult, time consuming, volunteer position and elevating the Gift Shop to the highest levels of professionalism and quality. Managing the Pacific Coast Air Museum Gift Shop is not the easiest job around the museum but is a rewarding one. Robin can use all the help she can get. Any volunteers???

Here are a few interesting facts about the United States Air Force “Thunderbirds”

DATES

Aircraft Flown

1953-1954	F-84G
1955-1956	F-84F
1956-1963	F-100C
1964	F-105D (only 6 shows)
1964-1968	F-100D
1969-1973	F-4E
1974-1981	T-38A
1982-1992	F-16A
1992-2008	F-16C
2009-Present	F-16D

and

The United States Navy “Blue Angels”

1946-1949	F-6F and F-8F
1949-1954	F-9F-5 & F-9F-8
1957	F-11F
1969	F-4J
1974	F-4F
1986-Present	F/A-18

Crew Dawg News

We have a couple of planes that still are in need of crew chiefs so if anyone on your crew would like to be a crew chief, please let me know. Right now we have the Huey, the T-37 Tweet and the Harrier open. All of these are complete and the T-37 and Harrier just need to be cleaned and shown on Open Cockpit days. We are looking for some cockpit glass for the Huey but otherwise it is complete.

F-15 - Its FINALLY out of AMARC and in [Terry Shelton's](#) yard being readied for shipping. [Jim Cook](#) is trying to get the phone unstuck from his ear after all of the calls he made trying to get this going. [Lynn Hunt](#) is going to go down and oversee the disassemble so that he can oversee the reassembly. [Greg Thomas](#) has been named Crew Chief for at least the near future with Kyle Johnston as his Assistant. They will work with Lynn on the initial setup and display. If you are interested in helping out with our newest addition, please contact Greg.

D-21 - [John Hazlett](#) with [Carol Lawson](#) and Roy have pulled the wingtips and re-glued the edges. They now have to fit them and then install about 1200 screws!

T-28 - New Crew Chief [Bill Marcoux](#) is whipping the crew into shape and the T-28 Project is coming back to life. We have packed and sent the starter, generator, carburetor and governor out to be overhauled and we are in the process of getting the prop ready to go. When these get back, we can start getting the motor ready to mount. A-26 - Still going along slowly but surely. We are still finding and realizing where parts go and are finishing up some long delayed details. DC-6 Nose - Bill & Crew are also still finding parts to be installed and new member [John Seeley](#) has helped them re-skin a large section that had a huge amount of corrosion.

IL-14 - Rose and Ben are working on the interior along with their school work.

Haunted Airplane - Actually, 2 1/2 airplanes! The IL-14 and the DC-6 nose were both decorated inside and out for the Open Cockpit Weekend. Great effects and painting although some of the paint got on the Albatross in the form of whiskers.

F-86H - Greg has been working on the Cockpit of the F-86 in the "comfort" of the rain and sun protected but VERY windy Butler Hangar.

H-34 - Bob and Mary have been out working on details of their bird.

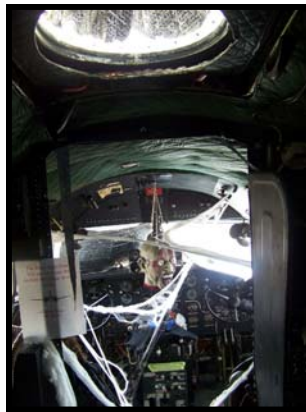
Tugs, bomb loader, compressors and other equipment - [Gary Casassa](#), [Greg Thomas](#), [John Seeley](#) and I have been working on the support equipment as time allows.

I know that there is other work going on but I just can't remember what right now.

Thanks to all of you who showed up to help out on the workday. The Museum looks a lot better for it!

Please check your aircraft to see if the recent wind and rain have loosened or moved anything including covers, signs and especially wheel chocks.

Thanks to one of our new members, [Stan King](#), we had the exterior of the DC-6 cockpit well decorated for the Halloween themed open cockpit weekend with the usual ghosts, goblins, bats, and other Halloween scenes. On the rear bulkhead was a large rather menacing looking pumpkin. On the side was a witch riding her broomstick, and since we are an aviation museum her broomstick was powered by a Rolls Royce jet engine. Stan free hand painted all of the art work. Inside the cockpit was a skeleton wearing [Barney Hagen's](#) UAL pilot uniform. The children seemed to enjoy the art work as much as we did. Because of the type of paint used we could not leave the art work on until Halloween for all to enjoy. The rains expected would have caused the paint to run. These pictures are from the IL-18. Happy Halloween



From the President

by Mike Voorhees

Our annual election cycle is quickly approaching. Three members of the Board of Directors will be elected for terms of three years. Additionally, your Board of Directors has voted to place two Bylaw Amendment propositions on the ballot.

Term Limits

The first would establish term limits for the Board of Directors. Presently, a person may be elected to serve as a member of the board for an unlimited period of time. A majority of the Board believes that limiting a person to two three-year terms for a total of six years is healthier for the Board as a body and the Museum as a whole. Term limits encourage fresh ideas and discourages entrenchment.

This amendment would not permanently bar someone from serving again. After a two-year break in service the “clock resets.” And, if a person serves only a small portion of another’s term they will still be eligible to be elected twice to their own terms. Here’s the first proposal:

“8.4.3.0. No person shall be elected as a Director more than twice, and no person who has served as a Director for more than one and one-half (1 ½) years of a term to which some other person was elected Director shall be elected a Director more than once.

This article shall not prevent any person who may be serving as a director during the term within which this article becomes operative from serving as a Director during the remainder of such term.

This article shall not apply to a person who has not served as a Director for at least two (2) years prior to the term for which they are seeking election.”

Election by the Board

The second proposal would change the way one-third of the Directors are elected. Presently, all directors are elected by the General Members, except where a vacancy occurs, in which case the vacancy is filled by the Board of Directors. This proposal would do the following: Two directors each year would continue to be elected by the Membership; one Director each year would be elected by the Board.

Until about 12 years ago all Directors were elected by the Board. The Board then voted that all Directors should be elected by the Membership. One of the recommendations of our Feasibility Study was to change our voting to cause at least a portion of the Directors to be elected by the Board to encourage a greater number of business-minded persons who would be willing to serve but who were unknown to the General Membership.

Here's the second proposal:

"9.3.1.0.

The Board of Directors is authorized to amend the Bylaws so that two-thirds of the Directors elected each year is elected by the Membership and one-third is elected by the Board of Directors.

The Board of Directors is authorized to amend the Bylaws to institute term limits, whereby no person may be elected to more than 2 consecutive 3-year terms without at least a two-year break in service."

These ballot propositions will be included in the paper ballots mailed to all General Members in late November. They will be voted on separately. A "yes" vote will be in favor of a proposition and a "no" vote will be against the proposition.

Participation in our election process is an important function of membership in the Pacific Coast Air Museum. Please be sure to cast your ballot so your voice can be heard. Thank you!

A memo from Ray Smith

I have been down for the last two weeks with cold that I can't kick. Been to the doctor. I should have been more up on the following but I have been trying to get better without success. Still have it. With a large quantity of election signage the is due to go to the dump, could you please send an email to our members requesting that signage 4x4 and 4x8 be saved for the museum. Please request the signage not be folded, bent or spindled so the museum can use the material to make short term signs for events such as the Shrimp Feed, Air Show, Santa's visit etc. I'll come with my truck and pick up the collected sign material promptly after it is collected. Thanks, Ray

"To Fly and Fight, Memoirs of a Triple Ace"

If you missed the presentation by Col Clarence E. "Bud" Anderson, WWII Triple P-51 Ace and the chance to buy a personally autographed copy of Bud's book, "To Fly and Fight, Memoirs of a Triple Ace" (which sold like hot cakes at the meeting), you have a second chance to buy Bud's book, personally autographed, at the same \$30 price Bud sold them for at our October Member Meeting.

We have a very limited supply in our Gift Shop. Each one was personally autographed by Bud Anderson at our Member Meeting. So stop buy the Gift Shop and get your copy. They make excellent Christmas and birthday gifts as well.

Answer from Page #3 **The VC-140B Jetstar**



**Climb Aboard
T-38 "Talon"
November 20th & 21st
at the Pacific Coast
Air Museum**

REMEMBER THESE DATES

November 3rd @ 8:30 am— Board of Directors Meeting at the Museum
November 11th @ 12:00 pm— Executive Director's Staff Meeting at the Museum
November 17th @ 7:00pm—Member Meeting at Mesa Beverage
November 20th @ 11:00 am New Member Orientation at the museum (see Duane)
November 20th & 21st—Climb Aboard the T-38 Talon

New Member Meeting Location
Mesa Beverage Company, Inc.
3200 N. Laughlin Road. Santa Rosa, CA

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