



STRAIGHT SCOOP

Volume XV Number 6 June 2009

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

2009 ROSE PARADE

A fantastic crew helped with this year's Rose Parade float presented by the Pacific Coast Air Museum. The parade's theme was "Through The Decades" and we had as our theme "Aviation Through The Decades". From the pictures you can see the wonderful sign work that [Ray Smith](#) produced for our float. The spectators loved it!

A great crew helped put the float together: [Barney Hagen](#), [John Henry](#), [Paul Heck](#), [Ray Smith](#) and [Howard Simpson](#). At 7 AM on the 16th the crew gathered to transport the float to Santa Rosa. Then the real work started. A lot of parts had to be added because they would not stay in place at boulevard speeds. Again, Barney, Ray and Howard Simpson were on hand with a lot of help from [Rose Pattenau](#), [Robin Dotti](#) and her friend [Michaela DeBiasi](#), [Don Callen](#) and [Ben Martin](#). Paul was kind enough to loan his WWII Willys Jeep as the tow vehicle, and [Steve Hoxie](#) drove it.

As our float went by people were saying "Here comes Snoopy" and clapping and taking pictures. The main purpose for our float was to publicize the "Wings Over Wine Country" Air Show. In spite of that the float won a prize, fourth place for the category "Non-Profit Floats".

It is great fun to work with a crew that are enthusiastic about the project. All I can say is a great big "Thank You" to everyone who helped.



Great PR for our Air Show



Our Clown & the
Exec's. Bride



Check out the Clown with
Red hair



Our very own VP
and
Master Crew Chief

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 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

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The Wings of Freedom Tour of the WWII Vintage Boeing B-17 Flying Fortress, Consolidated B-24 Liberator & North American P-51 Mustang will be in Santa Rosa at Sonoma County Airport from June 3 to June 5

The Collings Foundation's Wings of Freedom Tour Brings Extremely Rare Bomber and Fighter Aircraft for Local Living History Display as Part of 110-city Nationwide Tour

WHAT: Participating in the Collings Foundation's WINGS OF FREEDOM TOUR, the Boeing B-17 Flying Fortress "Nine O Nine" WWII Heavy Bomber, Consolidated B-24 Liberator "Witchcraft" WWII Heavy Bomber and P-51 Mustang, will fly into **Sonoma County Airport in Santa Rosa, CA** for a visit from June 3 to June 5. This is a rare opportunity to visit, explore, and learn more about these unique and rare treasures of aviation history. The B-17 is one of only 9 in flying condition in the United States, *the B-24J and Dual Control P-51C Mustang are the sole remaining examples of their type flying in the World.* Visitors are invited to **explore the aircraft inside and out** - \$12 donation for adults and \$6 donation for children under 12 is requested for access to up-close viewing and tours through the inside of the aircraft. Visitors may also experience the **once-in-a-lifetime opportunity** to actually **take a 30-minute flight** aboard these rare aircraft. **Flight experiences are a tax-deductible donation.** Flights on either the B-17 or B-24 are \$425 per person. Get some "stick time" in the world's greatest fighter! P-51 flights are \$2,200 for a half hour and \$3,200 for a full hour. For reservations and information on flight experiences **call 800-568-8924.**

WHERE: The WINGS OF FREEDOM TOUR will be on display at **Sonoma County Airport in Santa Rosa**, located at **Sonoma Jet Center**, 6000 Flight Line Drive.

WHEN: The WINGS OF FREEDOM TOUR will arrive at Sonoma County Airport at 2:00 PM on June 3 and will be on display at Sonoma Jet Center at Sonoma County Airport until the aircraft departs June 5 at 12:00 PM. Hours of ground tours and display are: 2:00 PM through 5:00 PM on Wednesday, June 3; 9:00 AM through 5:00 PM on Thursday, June 4; 9:00 AM through 12:00 PM on Friday, June 5. The 30-minute flight experiences are normally scheduled before and after the ground tour times above.

WHO: The Collings Foundation is a 501c3 non-profit educational foundation devoted to organizing "living history" events that allows people to learn more about their heritage and history through direct participation. The Nationwide WINGS OF FREEDOM TOUR is in its 20th year and visits an average of 110 cities in over 35 states annually. Since its start, tens of millions of people have seen the B-17, B-24 & P-51 display at locations everywhere. The WINGS OF FREEDOM tour is one of the most extraordinary and unique interactive traveling historical displays of its kind.

WHY: The WINGS OF FREEDOM TOUR travels the nation a flying tribute to the flight crews who flew them, the ground crews who maintained them, the workers who built them, the soldiers, sailors and airmen they helped protect; and the citizens and families that share the freedom that they helped preserve. The B-17 & B-24 were the backbone of the American effort during the war from 1942 to 1945 and were famous for their ability to sustain damage and still accomplish the mission. Despite the risks of anti-aircraft fire, attacking enemy fighters, and the harrowing environment of sub-zero temperatures, many B-17s and B-24s safely brought their crews home. The P-51 Mustang was affectionately known as the bombers "Little Friend" – saving countless crews from attacking axis fighters. After the war, many aircraft were scrapped for their raw aluminum to rebuild a nation in post-war prosperity and therefore very few were spared. The rarity of the B-17, B-24 & P-51 - and their importance to telling the story of WWII is why the Collings Foundation continues to fly and display the aircraft nationwide. At each location we encourage local veterans and their families to visit and share their experiences and stories with the public. For aviation enthusiasts, the tour provides opportunity for the museum to come to the visitor and not the other way around! Visitors can find out more by visiting our website at www.collingsfoundation.org.

Phillip Williams

I'm the crew chief on the Huey, "Lucy in the Sky with Diamonds". I was in Vietnam at age 19 with the Ghost Riders, Charlie Company, 227th Attack Helicopter Co. from late 1970 to mid 1972. I was a crew chief and door gunner on a UH1H Huey like our Lucy at PCAM. Mine was named "Eli is Coming" after the 3-Dog Night song. As you may know, I have a replica .50 cal on our PCAM Huey just like the one I had in Vietnam. I had one that was made by Browning in 1952 and one day I had a bad round that blew up on the receiver blowing the side of the receiver off. Since .50 Cals were hard to come by in the Helicopter configuration I had to do some bartering with the engineer battalions that would pass through our company once and a while for resupply. I finally traded 2 cases of Schlitz beer and a 5th of Jack Daniels for one of their used receivers and built my replacement .50 up from that. This .50 was made 1953 by the AC Spark Plug Division of General Motors. Pretty strange I thought, but then remembered that the govt. put everybody to work in WWII. My door gunner had a mini gun which shot 2,000 rounds per minute that we took from the nose turret of a wrecked Cobra gun ship, modified it to mount on the Huey gun post and added a modified ammo chute feed and can. We flew continuous combat assaults, resupply, medi vacs and gun cover missions. After returning to the states in early 72, I was sent to Ft. Hood Texas to train on the new OH-58 Scout helicopter which was to be used for firing a wire guided TOW rocket for the first time against tanks. The OH-58 (Jet Ranger) was brand new airframe for the Army replacing the OH-6, and was a pretty crappy helicopter....slow, unmaneuverable, and broke a lot. We were always replacing something on it and it was down more than in the air. I flew right seat as observer and we would fly low level and hide behind trees to spot tanks. When we did, I would call the coordinates over the radio to the other units and the Cobra Guns ships and then the Pilot would line up the tank and fire the Tow rocket. I would fly it by wire with a mini joy stick on the console to the target. You could only steer it about 15 degrees in any direction so the pilot had to make sure he was pretty much on target before firing. If we had any kind of cross wind we would miss the target all the time. It wasn't a very good TOW platform and was soon given up in favor of being mounted on the Cobra later that year.

After 3 months state side, I signed up to go back to Vietnam and fly Scouts on LOCH's (light observation helicopters). I was attached to the Sabers, D Troop, 7/17th Cav (Gen Custer's old outfit), Scouts out of Da Nang. Yes, we had the Cav hats and all. We flew the Hughes OH-6's, a really nice aircraft and it could take a beating. Scouts flew as low to the ground as they could so they could spot foot prints, air holes, tracks or anything else that would lead us to the enemy and track him down. As a Scout gunner I sat in the door on the floor of the LOCH with a free swinging M60 machine gun hanging on a bungee cord, a 6,000 round box of ammo, 40 or so frags (handgranades) smoke grenades to mark targets and at least 4 Kahunas. A Kahuna was a home made bomb made with C-4. Since all we had were handgranades they didn't do much against bunkers and tunnels we improvised and made our own explosives. It was made out of 4, 1 pound sticks of C-4 Plastic Explosives which we duct taped together with a frag in the middle that served as the blasting cap to set it all off. When finished it looked about the size of a loaf of bread and weight a bit more than 4.lbs. This baby had almost the firepower of a 150 Lb bomb and made BIG holes. Throwing it was pretty risky since you had to use two hands, one on the frag spoon and the other holding the Kahuna. trying to throw this while flying 20' above the ground, pulling the pin on the frag (with your teeth..we straightened out the pin so it was easy), and throwing it into a hole in the ground about 1-2' in diameter. Try that while getting shot at from the jungle trying to grab your M60 back after throwing the Kahuna and hoping the pilot was going to nose it over to get enough distance between you and the blast so you don't blow yourselves up. You had 7 seconds. Flying low and slow tracking the enemy took its toll on the our Flight Platoon.

We would always get shot at from close range (often 30' or so) from the jungle, bushes, hooch's, river, you name it. The average life expectancy for a Scout Pilot and Gunner was 12 hours from their first mission and we lost our share of people and we always had openings in the flight platoon for gunners. We often had to get volunteers from the motor pool, kitchen cooks, parts room, and parameter guards to get enough people to fly our daily missions. I flew with the Sabers until the end of the war on Feb 27th 1973 I think it was or maybe March. Me and 2 other LOCH's flew the last mission on that day and Charlie (VC) fired everything they had at us because it was their last chance to shootem up. Our Company Co said he didn't want us flying below 2500 feet. (small arms range) so none of us got killed. I have a combined 3,000 plus hours in both helicopters as crew chief, gunner and scout.

After putting our LOCH's on the boat to send them back to the States we stayed for 20 days or so more and flew specially painted Hueys with orange stripe markings to identify us as unarmed Hueys that we used to pick up prisoners of war of ours, the Koreans and the South Vietnamese at specific locations and bring them back. We were unarmed (except M16's) and were shot at quite a bit traveling from one location to another by VC who didn't know the war was over. Think of it...the only way the VC and NVA knew the war was over is if they had radio contact with their bases and most didn't in the jungle. The military dropped leaflets letting them know but most thought it was a ruse and didn't pay attention to them until the word was passed along by other VC.



Phillip Williams, we thank you for your service and PCAM is very proud to have you as a member and as Huey's Crew Chief



The Pacific Coast Air Museum welcomes these new members

Joe Gebert Family – Meadow Vista

Steven Carver – Santa Rosa

Michael Chamberlain Family – Petaluma

Walter Welch – Pacifica

Frank & Barbi Evans – Rio Nido

Alan Fishbein – Santa Rosa

Frank & Elinor Brown – Santa Rosa

We also are grateful for the generous donation of
Mr. & Mrs. Daniel Arena

Bus Trip

On Friday, May 1st, 48 hearty Pacific Coast Air Museum members and guests went on our now annual May bus tour. We visited the Aerospace Museum of California (at McClellan) and their new Space Exhibit. You can see from the pictures that everyone had a good time. From there we went to the California State Railroad Museum in Old Town Sacramento. What a wonderful museum, showing the history of railroads in California and lots of beautifully restored locomotives and railroad cars. Our group loved this museum. So plan now to join us on next May's bus tour - - have you any ideas where we should go? If you do, please let Dave know by phone or e-mal.



Aerospace Museum of California



Norma Holds up the Moon



Roger Olson dreams on

Dave thinks he is ready to fly the
F-106 again

Members learn about Beale



CA State Railroad Museum



There are other things besides airplanes

Thanks to the design work and leadership of [John Rutigliano](#), donation of the wood by [Burgess Lumber](#) and the hard work of Roger and [Allan Olson](#), here are some photos of the new bridge over the drainage at the museum. When the new walkway through our aircraft display area is put in in mid-June, pedestrian and wheelchair friendly ramps will be constructed at both ends.

Great work John, Roger and Allan!

Thanks!



Paul Williams and his crew of PCAM's UH-1H

See page 4 and 5 for Paul's experience in Viet Nam

The Pacific Coast Air Museum
Santa Rosa, CA

.....PRESENTS.....

ISRAEL & EGYPT – “ON THE WINGS OF EAGLES”

The trip of a lifetime for aviation enthusiasts!

DATES: ISRAEL – October 25 – November 6, 2009 – 13 Day/11 Nights
EGYPT – November 6 – November 13, 2009 – 8 Days/7 Nights

PRICES: ISRAEL -\$3,175 (Credit Card \$3,307) All inclusive round-trip San Francisco/Tel Aviv.
Land Only Israel: \$1,675 (Credit Card \$1,745)
ISRAEL & EGYPT - \$4,500 (Credit Card \$4,687)
Land Only Egypt: \$1,325 (Credit Card \$1,380)
Land Only Israel & Egypt: \$3,000 (Credit Card \$3,125)

Note: We will make add-on reservations for those coming from other U.S. cities.

*******A FEW HIGHLIGHTS*******

Our exciting itinerary in Israel includes visits to the Palmachin Air Force Base, Israel Aircraft Industries, and the Israel Air Force Museum. A distinguished Israel Air Force Attack Helicopter Pilot will accompany us to these sites and more, and will be our guest speaker at dinner one evening. We will learn first-hand about the vital importance Israel is to the United States, our ally and the only democracy in the Middle East.

We will “Go Up to Jerusalem”, the capital of Israel and the holiest city in The Land. In the north we tour famous and ancient sites such as Megiddo, the Sea of Galilee, Safed, the Golan Heights and Nazareth. In the south we will visit the Dead Sea and Masada. We drive through the Land of Samson and the Valley of Elah, where David slew Goliath. In Jerusalem we visit the Mount of Olives, the Western Wall, the Garden of Gethsemane, Mt. Zion, the Via Dolorosa and the Church of the Holy Sepulcher.

Highlights of our tour in Egypt include the Great Pyramids & Sphinx, ancient Memphis & Sakkara. We fly to Aswan and visit Elephantine Island and the High Dam. We board our cruise ship for a 3-day Nile Cruise to Kom-Ombo, Edfu & Luxor where we visit the Valley of Kings & Queens. Back in Cairo we visit the Egyptian Museum, Saladin Citadel, Khan el Khalili Bazaar, Ben Ezra Synagogue and the Church of St. Sergius. Our Farewell Dinner is on board a floating restaurant on the Nile featuring a belly dance show! Next morning we board our flight to the U.S.A.

INCLUDED:

Round-trip airfare on approved IATA air carrier (rates based on March, 2009 prices, subject to change.)

All transfers, entrance fees, portorage and local service taxes

First class hotels with Israeli buffet breakfast and table d'hote dinner daily, as follows:

Metropolitan Hotel, Tel Aviv	3 Nights
Kibbutz Nof Ginnosar, Tiberias	3 Nights
King Solomon Hotel, Jerusalem	5 Nights

All sightseeing in deluxe air-conditioned motorcoach with an Israeli government-licensed expert English speaking guide. Airport taxes.

NOT INCLUDED:

LUNCHES – we will stop at places along the way and you may order what you wish.

TIPS TO GUIDE, DRIVER & HOTEL STAFF – In Israel the tips are \$6.50 per person per touring day. Our itinerary is 11 touring days, therefore $\$6.50 \times 11 = \71.50 per person for all tips. In Egypt the tips are \$5.00 per person per day for the guide & driver, and \$5.00 per day for tips on the cruise = $\$5.00 \times 8$ (5 days ground + 3 days cruise) = \$40.00 per person.

ITEMS OF A PERSONAL NATURE – such as drinks or extra meals not included in the itinerary, laundry, telephone expense, taxies, spending money, etc.

NOT INCLUDED IN EGYPT:

Visa Fee	\$22.
Entrance Fee for inside Pyramids	\$20.
Entrance Fee for Mummy Room, Egyptian Museum	\$20.
Optional Flight to Abu Simbel	\$170.

FOR FURTHER INFORMATION AND A
DAY-BY-DAY ITINERARY, PLEASE CONTACT

NORMA NATION

(707) 525-9845

nationpromo@netzero.com

595 South Ave., Santa Rosa, CA 95407

Executive Director's Update

As I write in quiet peace this Memorial Day morning, having just put out my American flag, I am soberly reminded of all those who served and especially those who gave their lives, that we might live in freedom today. I have just finished watching "The War", the Ken Burns PBS series on WWII. If you haven't seen it, I highly recommend it and "Band of Brothers" as reminders of what "The Greatest Generation" and their families did to ensure that our great country remained free. Let your children and grown grandchildren see them too so they become aware of the sacrifices made by so many that all of us may live in peace and freedom today.

Saturday, June 6th, is the anniversary of D-Day, the invasion of Normandy that began the drive that led to the freedom of Europe. One only need recall the opening scenes of "Saving Private Ryan" to begin to understand what they did for all Americans and the free world.

On June 3-5 we will all have a chance to see three WWII aircraft at our airport. The Collings Foundation's B-17, B-24 and P-51 will be on the Sonoma Jet Center ramp and available for walk-throughs and flights. Prizes and other info are in the article. The Collings Foundation donated all the raffle prizes for our May Member Meeting, including two seats on the B-17 or B-24 from Davis or to Concord. [Al Pisenti](#) and [Ray Smith](#) were the lucky winners, and they will ride in the B-24 from Davis to STS. Al chose the B-24 as he flew the B-24 during WWII. Many thanks to the Collings Foundation for their donations which resulted in the best raffle in our history, over \$1,100 in raffle ticket sales for the museum.

By the time you read this it'll be too late to purchase tickets for our June 6th Shrimp Feed. But not too late (or too early), to get your tickets for our August 14th Air Show Performer and P-38 Reception. See Dave or Duane at the museum or at either "Sam's For Play" restaurant starting June 6th. Hurry, as these tickets are sure to go fast.

Our Rose Parade float was awesome again this year, thanks mainly to the planning of [Duane Coppock](#) and the hard work of [Ray Smith](#), [Barney Hagen](#), [John Henry](#), [Paul Heck](#), [Ray Smith](#) and [Howard Simpson](#). On parade day [Barney](#), [Ray](#) and [Howard Simpson](#) were on hand with a lot of help from [Rose Pattenau](#), [Robin Dotti](#) and her friend [Michaela DeBiasi](#), [Don Callen](#) and [Ben Martin](#). [Paul Heck](#) was kind enough to loan his WWII Willys Jeep as the tow vehicle and [Steve Hoxie](#) did the driving.

Finally, you've probably noted some changes to the aircraft display area at the museum. Thanks to the planning and leadership of [John Rutigliano](#), a wooden footbridge is being constructed over the drainage adjacent to the patio. During the second week in June a crushed gravel pathway will be constructed from the museum gallery and patio, out to the footbridge, then from the footbridge around the entire aircraft display area. The result will be a dramatically improved appearance of our aircraft display area and it will make the area more accessible to our elderly and disabled visitors. Many thanks to [John](#), [Roger Olson](#) & [Allan Olson](#) (who built the bridge), [Guy Smith](#) (who will do the earth work and move the gravel), [Mike Voorhees](#) (who secured the donation of the gravel), [Bohan & Canelis](#) (who donated the gravel), [Burgess Lumber](#) (who donated the lumber) and to all those who have volunteered to come out and help us lay the gravel walkway.

The newest addition to our beautiful new aircraft display area will soon be the long-awaited D-21 Mach 4+ drone that launched off the back of the SR-71 (and later from the wing of a B-52). It is our first acquisition from the Air Force since we became certified by the National Museum of the United States Air Force and is awaiting pick-up by us in Santa Maria, CA. When it arrives, we will become only the 8th museum in the world to have a D-21 drone. Our [John Hazlett](#), who worked on the D-21 program, has volunteered to be the D-21's crew chief.

[Jim Cook](#) has openings for Crew Chiefs and crew members on several aircraft. Now's the time to get your own aircraft or volunteer to help on one. Contact Jim at hawleyp@aol.com to get more info.

[Larry Rengstorf](#) is looking for crew members to help him restore the C-118. We've had it for 13 years and this is the year Larry will begin its restoration. Give either Jim (hawleyp@aol.com) or Larry (swiftair@sonic.net) a jingle to let them know you are interested or get more info on the project.

Finally, it's less than 90 days to this year's "Wings Over Wine Country" Air Show. [Steve Hoxie](#) still needs lots of volunteers, so e-mail Steve at swhoxie@gmail.com and let him know you'd like to help.

Heartfelt thanks to those who served, and are serving, our great country. Without your sacrifices, we would not enjoy the peace we have in our country, nor the freedom.

Smooth landings,
Dave

**Collings Foundation B-17, B-24 & P-51 will visit June 3-5.
You can tour each aircraft; you can fly on each aircraft.
See page 3 for full details.**



Ken Lawson on
board the USS Midway



F4-D landing on USS Midway



The USS Midway

Ken Lawson served on board the USS Midway and provided the pictures above.



Visit PCAM
June 20th & 21st
Climb aboard the
A-26 "Invader"
RF-86 Recon "Sabre"
F-86H "Sabre"

REMEMBER THESE DATES

- June 3rd @ 8:30am Board of Director's Meeting at the Museum
- June 9th @ 12:00pm Executive Director's Staff Meeting at the Museum
- June 17th @ 6:00pm—Air Show Planning Meeting at SCOE
- June 17th @ 7:30 pm - Member Meeting at SCOE
- June 20th @ 11:00am—New Member Orientation at the Museum Conference Room

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