



STRAIGHT SCOOP

Volume XII Number 4 April 2006

PACIFIC COAST AIR MUSEUM

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

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<i>Bob Conz</i>		<i>707 575-7900</i>

Clancy Meade

April Guest Speaker

Clancy Meade is a former Pan Am Clipper Pilot who will be sharing his experiences from Lisbon, N.D. to his retirement as a Pan Am Captain in 1974.

Clancy is a very good friend of Roger Sherron, a Pacific Coast Air Museum Member. He will be speaking prior to our business meeting since he has a long drive back to the Peninsula afterwards. Clancy's "Memories of a Clipper Skipper" will bring us back to the "hay-day" of aviation. Clancy Meade was born on Feb 28, 1914, graduated high school in May 1931, graduated from college in 1935 and was selected for Naval Reserve Aviator Program in June 1935 and finished flight school at Pensacola in 1936. He was then assigned to Patrol Squadron Four at Pearl Harbor in 1937. After four years, he reported to Pan Am in Miami in 1939. He will fill in the rest of the blanks at the next member meeting.

Everyone should be very interested to hear this speaker. Don't miss this one.



Pan Am Clipper circa 1939

www.pacificcoastairmuseum.org

(707) 575-7900

The Pacific Coast Air Museum

Location: At the Charles M. Schultz-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 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

VOLUNTEERS

The “On-Line” Volunteer Log

If you have not logged your volunteer hours in the “LOG” at the museum, you can do it “online”.

Go to: <http://www.pacificcoastairmuseum.org/2002site/volunteers/volunteerLogin.asp>

Log in ID: pcam2002 (all lower case)

Log in Password: volunteer2002
(all lower case)

It is very important that all volunteers keep track of and log their volunteer hours.

Speaking about volunteering, have you checked with Norma Nation or Linda Wright or the E.D. to see what you can do to help at the Museum? There is lots to do and it doesn’t take much effort, just a little of your time. Besides, you can hang out with the best people around, and talk about our favorite subject-aviation.



The New Pacific Coast Air Museum “Challenge Coin”

The pictures above are of the new Pacific Coast Museum Challenge Coin, an effort to raise funds and create publicity for our terrific museum. They will be available in the Gift Shop in early April, and at our monthly Member Meetings. You will not want to be without your Challenge Coin, and you will be helping our museum by purchasing lots of them, and often. The introductory price will be a fantastic \$9.95 plus tax. Members are encouraged to purchase the coins for themselves and as gifts for others. Get them early as we think this will be a very popular item and may sell out quickly. The “rules” are below. See page six for one version of the Challenge Coin’s history.

Challenge Coin Rules

Note: A “Coin check” consists of a Challenge and a Response.

1. Rules:

- A. The challenge is initiated by drawing your coin, holding it in the air by whatever means possible and state, scream, shout or otherwise verbally acknowledge that you are initiating a coin check. Another, but less vocal method is to firmly place it on the bar, table, or floor (this should produce an audible noise which can be easily heard by those being challenged, but try not to leave a permanent imprint).
- B. If you accidentally drop your coin and it makes an audible sound upon impact, then you have just “accidentally” initiated a coin check. (This is called paying the price for improper care of your coin.)
- C. The response consists of all those persons being challenged drawing their coin in a like manner.
- D. If you are challenged and are unable to properly respond, you must buy a round of drinks for the challenger and the group being challenged.
- E. If everyone being challenged responds in a correct manner, the challenger must buy a round of drinks for all those people they challenged.
- F. Failure to buy a round is a despicable crime and will require that you turn in your coin to the issuing agency.

2. When-Where:

A Coin checks are permitted ,ANYTIME, ANY PLACE.

3. Exceptions:

There are no exceptions to the rules. They apply to those clothed or unclothed. At the time of the challenge you are permitted one step and an arms reach to locate your coin. If you still cannot reach it , SORRY ABOUT THAT.

4. A COIN IS A COIN

THE A-6 INTRUDER

(Courtesy of Naval Historical Center)

The A-6 Intruder is the world's first fully all-weather attack bomber capable of detecting and identifying tactical or strategic targets and delivering both conventional and nuclear ordnance on them under zero-visibility conditions. This extremely accurate, low-altitude, long-range, subsonic weapons system is



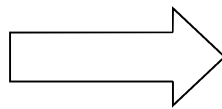
powered by two turbojet engines partially buried in its plump fuselage. While the Intruder may not win any beauty contests, it clearly excels in its assigned mission. The A-6 is capable of carrying all U.S. and NATO air-to-ground weapons in its five external store stations—a total payload of 18,000 pounds.

The Intruder is manned by a crew of two, pilot and bombardier-navigator, seated side by side. To assist them, the all-weather navigation and weapons delivery system provides an integrated electronic display which allows them to “see” targets and geographical features regardless of the effects of darkness or foul weather. Due to this capability, the Intruder has often been used as a pathfinder for other types of aircraft, allowing their use under conditions which would not normally permit a successful mission.

The A-6A first entered service in February 1963 with VA-42. The A-6B, whose primary job was the suppression of surface –to-air missiles, was basically an avionics modification of the A-6A with provisions for the Navy's anti-radiation missile. The A-6C, born of the SE Asia war, incorporates electro-optical sensors to observe and attack vehicles moving under cover of darkness.

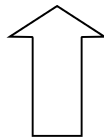
The A-6E, last model in the series, features a multi-mode radar and an improved computer. The Intruder has been the mainstay of the Navy and Marine Corps air arms for more than three decades. It has been constantly improved upon over this time span and has been used for close-air-support, interdiction, and deep-strike missions. It is configured for both Harm and Harpoon missiles and with its radar and FLIR/laser systems, can detect, classify and attack a full range of targets.

Pacific Coast Air Museum received its A-6E Intruder on May 10, 1994





Can you name this aircraft?
Answer on bottom of Page #11



RB-66B



New Members:

- Andrew Bacigalupi—Healdsburg
- Dave Bligh—Sunnyvale
- John Dubpernell—San Francisco
- Rey Frimmersdorf—Santa Rosa
- David & Judy Harris—Santa Rosa
- Jim Honeywell—Sonoma
- Michael, Jacque, & Anne Jumper—Piedmont
- Ezio, Judy & Nicholas Nurisio—South San Francisco
- Kathy Sendner—Santa Rosa
- Milton Walker—Cloverdale

The History of Challenge Coins

Challenge coins of military tradition go by a number of different names, including unit coins, commander's coins, military coins and more. Regardless of the name, the coin identifies its bearer as a unit member and is a symbol of pride, respect and fellowship. Today, most every military unit creates its own coin, which every member carries. The military history of using coins or medallions for recognition or identification tells many stories. In the Roman Empire, coins were presented to reward achievements, much the way medals are now. More recently, in the 1980 movie "Breaker Morant", one tradition is illustrated that began during the Boer War, a war of independence between the British and the Colony of South Africa (1899-1902). A number of contracted soldiers of fortune were serving the British and did so valiantly but were never honored for their valor. In one scene, the Regimental Sergeants Majors (RSMs) snuck into the tents of officers who were undeserving recipients of a medal, then cut and removed each undeserved medal from its ribbon. Later, in a ceremony before the regiment, each deserving soldier received a special handshake. When the hands were clasped, the medallion was discreetly (and essentially invisibly) palmed into the hand of the recipient. A number of stories tell of similar handshake rituals in which a coin is palmed to a soldier to convey a reward for their heroism, but without the appearance of a bonus being bestowed. A widely circulated story from World War I tells of an American pilot shot down behind enemy lines in Germany near the French border. This pilot was a lucky member of a squadron in which a wealthy member had medallions struck in bronze for every member. Captured by the Germans, he had all personal items confiscated, except the medallion which he carried in a pouch around his neck. Escaping, he donned civilian clothing and managed to cross to France. Stumbling into a French outpost, the soldiers there did not recognize him as American and were about to execute him as a saboteur when he showed them his medallion. It served as convincing proof. Instead of a bullet, he received wine.

According to Soldiers Magazine (August'94, story by Maj. Jeanne Fraser Brooks), in the early 1960s a soldier in the 11th Special Forces Group (SFG), over stamped some old coins with the group emblem, then gave them to unit members. The 10th SFG soon followed suit with their own coins. During the Viet Nam War, another series of stories is well reported. The elite front and behind enemy lines fighters took to a tradition of carrying one special bullet from their combat weapon, carried in the hip pocket, to use in suicide in the event of enemy capture. On R & R, at the bar or hooch, a soldier could be challenged to show his bullet. If he could not, he would buy a round of drinks. If he did produce the bullet, his challenger bought the drinks. The story goes on to say, in shows of machismo, larger and larger rounds were displayed, getting up to 105mm live cannon shells. In order to restore safety to the challenge tradition, coins were mandated to be substituted for live rounds. Such coins were personalized with control numbers and sometimes the persons name. The challenge tradition remains in effect today, and loss of a prized coin is considered a disgrace.

This article courtesy of MunicipalCoins.com

If anyone has a Challenge Coin story to share, please get it to me and I will add it to the next issue of Straight Scoop.

Editor.

March Member of the Month

By Linda Wright

March's member of the month, Ron Stout, was announced by Jim Cook at the last member meeting. He has been a member of PCAM for almost 7 years. A Big "OORAA" to Ron Stout. I caught up with Ron out at the climb aboard on Saturday. And what a treat it was to sit out amongst the airplanes while families scurried around and we all enjoyed the sunshine.

I learned that Jim and Ron go way back. I heard stories about little Jimmy at 12 and how the brother's Stout would teach him a few things. This led to a fascinating conversation about sailing. I had no idea that Ron was a master at sailing. As Ron says, "I took my first lesson out at Lake Ralphine in June and by August I had my first sail boat, a 7'11" El Torro Bullship." Ron was only 17 years old at the time and perhaps didn't realize where this sailing dream would take him. In the mid 80's Ron found himself crewing on the "retaliation". This was the 53' worlds cup sailing craft that was preparing for Australia in the San Francisco Bay. An elite team of 10 men working together in an effort to claim much more than a trophy. Ron did not go to Australia, but did his share of racing his 24' Yamaha sail boat with a 5 man crew in the bay for several years.

Ok, so I had to know what got him into Airplanes. Again another fascinating story surfaces. Ron and his brother scratch built model airplanes with their dad throughout their childhood and then would take them and fly them throughout northern California. These models had no control as they were considered free flight models. There was no map or store bought design, just an old friend that was a Tech Sergeant that would sketch out some details of the planes and the stout family would create flying models with wing spans up to 6 ft long. They only weighed approximately 8 1/2 oz. as they were made from Balsa wood and tissue paper. "I remember when dad saw an SR71 and came home and drew a picture for us kids. Ron stated, six months later there was an actual model of it. Dad's rendition was a pretty good one."

Ron knows this airport pretty darn well as he bicycled around it during his youth. In later years when Jim asked Ron to help out on the crew for the F-16, Ron felt right at home and has been here ever since. There's a voltmeter story I wish I had time and space to tell you about. Nothing like sharing a little piece of time and history out at the museum. The moral of the story as Ron would say, "Get your wife a horse and come play with the airplanes." Thank you Ron for your time and dedication to our museum. And please never stop sharing the history.

MY B-25 ADVENTURE

By: Jacqueline Nelson

While stationed at Bolling Field, Washington, D.C. at Headquarters Squadron AAC, I took advantage of the privilege of going to Operations and hitching a ride. I had a three day pass and wanted to get someplace in the Midwest.

That day, they had a B-25 going to Minneapolis. Since my destination was Northern Indiana, I readily accepted the offer. Of course, I had never been in a B-25 so did not know there were no seats for passengers. No matter. I could sit on the back of the platform that held the pilot's seat. It was bare wood, not very wide but I managed. Another WAC occupied the platform behind the co-pilot. We did not know we were in for an adventure. I believe the pilot was getting flight time to obtain flight pay. Everything went smoothly in this very noisy bomber. Suddenly the pilot informed us we were flying just 25 feet above Lake Michigan. The plane was going 225 mph and vibrating badly. Suddenly the pilot yelled "hang on" which meant grabbing the legs of his chair. We then went straight up. I yelled at him that we must be over Wisconsin. His reply was that he had never been there. A real daredevil. I informed him that there were high bluffs along the Lake Michigan shoreline. Looking down, he told us many people were running out of their houses. They must have thought they were being attacked. I think we were all lucky to make it and did soon level off. The remainder of the trip was uneventful and a trip I shall never forget.

Jacqueline Nelson is a WWII Vet., a WAC, and has a life long love of aircraft, and of course is a new member of the Pacific Coast Air Museum.

"Once you have tasted flight, you will forever walk the earth with your eyes turned skyward, for there you have been and there you long to return"
Leonardo DaVinci





Pictured above are our three gallant members after installation of the new museum signs
The crack team of two Jims and a Dave are seen here
Nice job, guys



The Harrier restoration is coming right along. Despite the weather, our crew is doing a wonderful job as indicated by the picture to the left. This was taken on 3/25/06 and the progress shown is fantastic. Come out and see what our Air Museum Crews are achieving.



Executive Director's Update

If you were at the March member Meeting, you had a chance to see the proof of the Pacific Coast Air Museum Challenge Coin. It is a thing of beauty. Many thanks to Santa Rosa Fire Captain Don Ricci for the artwork, and to Norma Nation and Jim Cook for picking up the project, running with it, and making it happen. We expect the Challenge Coins to arrive during the first week in April. We'll let you know by E-SCOOP when they arrive and the price. You will be able to purchase our Challenge Coins in the Museum's Gift Shop with cash, check, or credit card. Bob Conz has offered to bring some to our Member Meetings, but we can only accept cash or check at that venue. Check out the article in this "Straight Scoop" that describes the history of the Challenge Coin and also the "Challenge Coin Rules".

The Beale AFB Open House and Air Show (with the Air Force Thunderbirds and Army Golden Knights) is scheduled for June 3-4. We have been invited to have a Pacific Coast Air Museum booth there. Please contact Norma Nation or Linda Wright if you are interested in helping out there (shucks, not only will you be helping our Air Museum, you'll also get to see the best aerial demonstration team around).

The 2006 "Wings Over Wine Country" Air Show continues to come together nicely. In addition to Eddie Andreni in his Stearman with a wing walker and Bill Stein's amazing Edge 540 show, it looks like we will have Kent Pietsch do his comedy routine (if you have seen him at Reno, you know it is hilarious). Some of the military performers are starting to fall into place, with an FA-18, possibly an A-10 as well. The U-2 low passes on Saturday and T-38 low passes on Sunday are still on, and we are working on getting some other pretty special military aircraft. Mark down the dates—August 19-20. We'll need lots of volunteers, and tell your friends, families and co-workers to mark those dates on their calendars too.

You'll want to block the weekend of June 17-18 for sure. The Charles M. Schulz-Sonoma County Airport is having its first annual open house that weekend, in conjunction with our monthly Open Cockpit weekend. There will be lots of activity on the ramp in front of the Terminal and we will have quite a few cockpits open at the museum. In addition, we are in the process of trying to plan an event for Saturday afternoon, June 17, at the Air Museum in honor of WW-II Vets. More on this next month.

We're also working on having a couple of museum fundraisers during the year. Right now there is an excellent possibility that we will have the First Annual Pacific Coast Air Museum Shrimp Feed on June 17th, in the evening at the Sonoma County Fairgrounds. We're going to need your help in getting some raffle prizes, selling tickets and serving shrimp. Jim Cook really wants you to help with this one, as most of the proceeds will go to the aircraft restoration and maintenance program. If you want to help, please contact me or Linda Wright.

The museum Board of Directors had an excellent strategic planning retreat on Feb. 15th. Facilitated by Past President Jim Cook, it was a great opportunity for old and new Board Members to get to know one another better, review last years goals and objectives, and agree on goals and objectives for the coming year. Jon Stout, Airport Manager, was our guest speaker over a working lunch. It was evident that the Pacific Coast

(continued on next page)

Air Museum is held in high esteem by the Airport Manager and figures prominently in planning for the airport's future. It was an energizing and motivating day for everyone and wonderful to see our great Board come together on a set of goals and to see everyone leave on the same page.

The goals the board agreed to pursue for this year are;

1. Decide on the location of our new home, since airport management has offered some alternative sites.
2. Decide on the vision of our future buildings to fit the chosen location.
3. Improve and clean up our existing location (to include building the East patio and covering the swale).
4. Better define the Flight Foundation, clarify its purpose, and improve communications.
5. Attempt to identify a Membership Director and develop a member recruiting program.

Your Pacific Coast Air Museum will be featured on Santa Rosa's Community Access Channel 70 in mid April. President Jim Long, past Board Member Bill Carpentier and your Executive Director taped a show featuring the museum called Sonoma County 2006. We haven't seen the tape yet, so don't know what's in and what fell on the cutting room floor, but we tried to focus on the history of aviation in Santa Rosa, the museum's aircraft restoration/maintenance efforts and our aviation education programs for school children. The dates and times for the show are Sunday, April 16, 9:00 am, Monday, April 17, 11:00pm, Weds, April 19, 6:00pm and possibly Friday, April 21 time unknown right now.

Finally, I wanted to share this tidbit with all of you—today, a busy Tuesday at the Air Museum, a fellow walked in, gave Bob Eldredge a completed membership form and a check, then just bubbled with excitement about joining our organization. This middle-aged (actually a tad older) fella just gushed about how anxious he was to volunteer and come out and join us. He isn't a pilot, but an aviation enthusiast. As he walked out of the office, he turned to me and said, "you have one magnificent thing going here, just magnificent!" It reinforced in me the importance of what we are doing with our displays, education and aircraft restoration/display programs, and what a wonderful job our volunteers do. Thanks—as you can see from this fella's reactions, you are making a difference.

Smooth Landings
Dave



Remember this photo from the March issue of the Straight Scoop? You will be interested to know that our own Duane Coppock flew that very aircraft on March 14, 1972 out of CG Miami Air Station for 8.4 hours while searching for the motor vessel San Nicholas

Answer from page # 5

P-39 Airacobra



**Visit PCAM
April 15 & 16
TOP GUN WEEKEND
Featuring the F-14 Tomcat
F-16N Viper &
F-5E Tiger II**

REMEMBER THESE DATES

April 5th @ 8:30 AM—Board of Director's Meeting at the Air Museum.

**April 15th @ 11:00 AM— New Member Orientation.
Learn the ins and outs of your air museum's operations and programs.**

**April 18th @ 12:00 Noon—Executive Director's Staff Meeting at the
Air Museum.**

April 19th @ 6:00 PM—Air Show Planning Meeting at the S.C.O.E.

April 19th @ 7:00 PM— Member Meeting at the S.C.O.E.

PACIFIC COAST AIR MUSEUM

2230 Becker Blvd.

Santa Rosa, Ca 95403