



STRAIGHT SCOOP

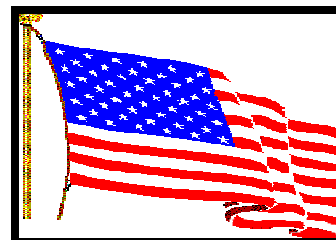
Volume XII Number 8 August 2006

PACIFIC COAST AIR MUSEUM

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

Wings Over Wine Country Air Show 2006

Antique aircraft, war birds, and modern day aircraft will perform flybys and be parked on the ramp for an up close and personal look. One of the exciting features of the Pacific Coast Air Museum's (PCAM) "Wings Over Wine Country" Air Show is the opportunity to touch and feel the awesome power and might



of these historic machines which have meant so much to our great nation's history.

Military flybys will inspire you with their precision and power and some will be on static display when not in the air. Visitors will have a chance to **climb aboard** a jet fighter or walk through an open cargo/transport plane.



This year you will have the opportunity to meet, talk with and get an autograph from **NASA Astronaut Stephen K. Robinson (Ph.D.)**, a veteran of three Space Shuttle missions. Dr Robinson has logged over 830 hours and 14.1 million miles in space, including over 20 EVA hours. Come meet and talk with him.

Vendors will display models, T-shirts, caps, books, and crafts which will be available for purchase. Naturally, there will be a wide variety of food and beverages to satisfy your hunger and thirst. The gates open at 9:00 a.m. for pre-show activities including radio controlled model aircraft demos and a demonstration by Sonoma County Airport's amazing new fire truck. The main Air Show events kick off at 11:00 a.m. with Opening Ceremonies and the Sonoma County Sheriff's Department helicopter demonstration.

Amazing Aerial Demonstrations

- | | |
|---|---|
| Eddie Andreini's Stearman with a wing walker | Craig "Brute Teft in his Pitts S2-C |
| U.S. Air Force T-6 Texan Heritage Flight | Bill Stein— Edge 540 Aerobatics |
| Kent Pietsch-Super Cub Comedy Act | Flight of two T-38s on Sunday |
| U-2 Flyby on Saturday | A-10 tactical demonstration & Heritage Flight with P-51 |
| Eddie Andreini aerobatics in his Stearman | War Birds Flyby including the B-25, P-51s, P-40, F-8F, |
| Flight of local T-6s | FM-2 and Yak 3U |
| Salute to Art Vance, including "Speedball Alice" | |
| C-17 short field takeoff and landing and aerial demonstration | |
| F-18 Tactical demonstration | |

(See page three for more preview photos of the air show)

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 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:

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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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Eddie Andreini's Stearman and Wing walker

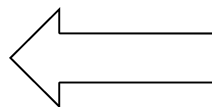


U-2 "Dragon Lady" (Saturday only)

The aircraft pictured on this page are just samples of what you can see at the Air Show. We work harder and harder to make each year's Air Show the best ever, with events and performers that appeal to kids and adults of all ages. The "[Sound of Freedom](#)" demonstrates the power, the sound and the glory of flight that makes us all proud.

A large number of aircraft will be open for all to see. Visitors are encouraged to walk through the Pacific Coast Air Museum's wonderful array of restored aircraft, such as the [UH-1 Huey](#), [HU-16 Albatross](#), a rare Russian [IL-14 Transport](#), and a whole lot more. Imagine yourself as a Top Gun pilot while sitting in the cockpit of a [F-16N Viper](#), [F-14 Tomcat](#) or [F-5E Tiger II](#), or checking out Vietnam era birds such as the [F-4](#), [F-105](#) and the [F-106](#). And don't miss our newly restored [AV-8C Harrier](#).

This year's "Wings Over Wine Country" Air Show will truly be the biggest and best yet



NASA Astronaut Dr. Stephen K. Robinson, Ph.D.

What Was Once Just An Idea

By: Jimmy Long

Just as the museum itself, once came an idea to develop the east side of the annex building into a patio area with a shade structure. A great concept for people to gather, a shady spot for birthday parties, or just lunch and lounge. The idea was described to Tom Whitson, architect, and at that time a board member, who put the idea on paper. He then enhanced his lines on paper by drawing a nice watercolor rendering which we placed on the wall by the door for people to see. Maybe they would also envision the same dream.

One item requiring relocation was the flagpole, a light duty yet reliable pole that continually drew my attention. Tom relocated the flagpole on his drawing since the patio would take its place. A flagpole patriotically sporting the Stars and Bars is never something to criticize, yet for several years I wanted to build a flagpole/monument that would be cause for folks to take notice.

I learned of a nice lady named Gloria Going who intended to make a donation in the name of her good friend that had recently passed away. He was a local pilot named Fred Zanotto. After some discussion and estimating, we embarked on building the patio to include not only a new flagpole, but also a monument with room for a plaque honoring Mr. Zanotto.

Short of the brass plaque and some landscaping, the monument and patio/shade structure are complete. In the course of the project, many people came forward to contribute. PCAM member Rodney Sichel of Empire Asphalt was quick to see that we had truckloads of base rock delivered and Guy Smith's Equipment and skills placed the base rock. A few other skills that Guy is embarking on are the private pilot ground school, and he will be our PCAM Board President for 2007.

We shot elevations, formed the slab, tied reinforcing steel, and strategically placed the receiver tube for the flagpole. I called Stephen Toneil of Superior Supplies to order two loads of concrete and he graciously claimed the first load was gratis. Thanks Stephen. The concrete went down and the finished slab couldn't look better.

My next call was to Orin of Burgess Lumber. Orin's company has supported the museum for years. "I just like what you guys do over there!" The entire lumber and hardware package was delivered at no cost to the museum. By now we're humming along as Larry Schalich framed the structure in three very hot days. During the framing, we built the flagpole monument forms. One full yard of concrete was needed to fill this semi-pyramid base. The first thought was to get a one yard trailer and hand bucket the concrete. Considering the burden on many old backs plus time and cost, I had to establish a cost-versus effort plan. I set out to price just one yard of concrete, truck delivered at 7 am on a Saturday. I called Carl's Ready-Mix in Windsor, and explained that I only needed one yard. Exactly. Not one and a quarter-just in case but one yard. After he was convinced I wasn't a guy with a newly discovered ability to perform home projects, he asked me what it was for. (I understand their precautionary stance. These companies get questionable orders, "just dump it on the driveway and I'll get to it when I get home"). I explained that it was for the Air Museum, that I had a monument box formed and that it measured up to a cubic yard. It was Carl Davis on the phone, and he told me the truck would be there Saturday at 7 AM, and there would be no delivery tag. "This ones on me". We had the monument poured in the time it takes to drink a cup of coffee.

The entire shade structure was painted in what seemed overnight. We have a Master Crew Chief with a fascinating ability to complete a painting project without being seen. Hawley's is an inexhaustible supporter of our organization.

The shade cloth went on and the flagpole was set. On June 22nd, we raised Old Glory for the first time (the pictures were on the front page of last months newsletter). The veneer stone for the monument was done a few days later and is ready to receive the plaque. Tony Bassingnani and Dave Pinsky are planning and arranging a nice landscaping scheme.

This project couldn't have happened without the help of Guy Smith, Jack Caldwell, Buck Darbley, Bryan Lee, Darrel Shumart, Ron Stout, Rich Stout, Tom Whitson, Dave Pinsky, Steve Kwok, Jim Cook, Mike Fenn, Kris Konnoff, Larry Rengsdorf, Bill Green, Barney Hagen, Rodney Sichel and Al Cathcart for his never ending words of support.

Come by and see our new addition—don't miss the flagpole!
The picture below does not really do it justice.





President Jim Long hosted the July Board of Directors Meeting at his home. From the smiling faces, it was either a good meeting or Jim served some great beverages.

Welcome New Members

Nancy Clough family——Healdsburg

Keith Lew Family——-Petaluma

Charles Christian——-Santa Rosa

Mark Potter Family——Santa Rosa

Richard & Gloria Salander-Santa Rosa

Lola Chavez & Keith Givens Family——Windsor

“The Harrier is All Dressed Up.”

On Saturday, July 23rd, the hottest day of the year, after six months of long, hard work by Mark Fajardin and his crew, the AV-8C Harrier got it's “environmental protection coating”.

Team Fajardin braved heatstroke and came up with the most beautiful paint job that you can imagine. Thanks to Mark Fajardin for his six months plus of hard work on getting the Harrier together. He put in a lot of hours to get this aircraft ready for the Air Show and deserves a BIG THANKS from everyone in the Pacific Coast Air Museum for all his hard work. Jim Cook put in a lot of unheralded work (as he always does), and deserves a big “ATTA-BOY” and thanks as well.

The “coating “ team consisted of Mark Fajardin, Rich Stout, Billy Kerkoff and his dad (who supplied the air compressor from his truck), Tony Sarganis, Rich Cook (from DuPont Paint) and Jim Cook. It really turned out nice. See photo below.

The metal was extremely hot and burned your hand just to touch for a second. It is amazing to think that they were able to do what they did. It is just beautiful.

Thanks to all who worked so hard in the heat that day, and to those who prepared the Harrier. The entire Pacific Coast Air Museum owes you a tremendous debt of gratitude for all you have done. We will be proud to show off your Harrier as the featured static display, front and center as everyone walks in the Main Gate, at this year's “Wings Over Wine Country” Air Show.



Executive Director's Update

Have you seen the [New East Patio](#)? If not, check it out. What a beautiful addition to our Air Museum. There is still landscaping to be done, shrubbery installed and the plaque made and mounted in the flagpole base. See President Jim Long's article in this issue about the many folks and companies who contributed to make this long held dream come true.

Our terrific [Web Site and our wonderful Web administrator, Cynthia Furst](#) have been honored with the "Award of Excellence" and recognized as one of the best educational web sites on the Internet by Study Sphere, an educational group that provides resources for students, teachers and parents. Congratulations Cynthia.

We all owe huge thanks to the terrific woman who voluntarily keeps our finances and books in order. [Judy Knaute is the Chief Financial Officer and Treasurer for the Museum](#). In this volunteer role, she is also our accountant. She pays the bills, keeps track of our money for me (and you), and makes sure that we tow the mark in being financially responsible. She keeps track of every financial aspect and detail for our Air Show. Judy does a lot for this museum—be sure to thank her the next time you see her. Thanks Judy.

The [Pitts Special](#) is here. Guy Smith picked it up and has reassembled it at his ranch. It will be on display for the first time at the Air Show, and then at the Museum. The [S-2](#) from CDF is being readied for it's ferry flight to Santa Rosa from Sacramento. It may not make the Air Show, but it shouldn't be too long after that.

If you haven't seen Mark Fajardin's [AV-8C Harrier](#), you will be rocked out of your shoes when you do. Mark has done a wonderful job, assisted by Jim Cook and many others, and it looks like it just came off the assembly line. It will be featured just inside the front gate at the Air Show.

September will be "[Clean Up Our Museum](#)" month. Jim Cook, Duane Coppock and I will be leading a major effort to clean up the area by the Executive Hangar, the shop's outside area and all of our hangars. A scrap metal container will be placed near the Executive Hangar and we'll arrange some work days and call for volunteers to help us clean up our museum, try to make it more presentable, and make room for our new aircraft acquisitions. We will also have a dumpster for trash.

[Got any experience editing videotape?](#) If you do, or want to learn, we need someone to volunteer to edit the footage of this year's Air Show. We didn't have anyone last year, hence no 2005 Air Show Video. If you can help us produce a 2006 Air Show video, give me a call at the Air Museum, or stop out on a Tuesday or Thursday and talk with Al Cathcart.

Speaking of the Air Show, we are in need of more volunteers. We need folks to help us set up on Friday, to work the show Saturday and Sunday, and to help clean up and put things away after the show on Sunday afternoon. Here's one terrific incentive to volunteer. [At 5:00 pm Saturday, after the show, a special guided tour of the Air Force's C-17 Globemaster II will be provided for all Air Show volunteers.](#) Call Cindy Bertino at (707) 544-8558, or Norma Nation at (707) 525-9845 if you would like to help your Air Museum by volunteering at the Air Show and get a special guided tour of the C-17. The only way to get on this special tour is to be an Air Show volunteer.

Finally, what we think is going to be the biggest and best Air Show we've ever had will be held on August 19th and 20th. Featured performers include:

The U-2 Dragon Lady– This amazing aircraft will make low passes on Saturday. The U-2 is the highest flying manned reconnaissance aircraft in the world providing the latest intelligence to national authorities from all over the world including Iraq, and Afghanistan, on a daily basis. There are less than 35 of them in existence.

The C-17 Globemaster III– During our Air Show, the C-17 will demonstrate takeoffs in less than 1000 feet, an amazing climb and turn capability, and will land in 1,700 feet, then back off the runway. The Air Force's newest transport aircraft, the C-17 is capable of operating anywhere in the world on unimproved airstrips and is flying in and out of Iraq and Afghanistan on a daily basis, supporting our troops.

Eddie Andreini– This world famous Air Show pilot will put on two shows each day in his Stearman bi-plane. One show will be his amazing aerial acrobatic routine, the other will be with a wing walker, the first time we've had a wing walker at our "Wings Over Wine Country" Air Show.

A-10 Tactical Demonstration and Heritage Flight with the P-51– The tank-busting Air Force A-10 Warthog will amaze you with it's tactical ability, then take you back in time with an emotional formation flight with a P-51 Mustang of WWII and Korean War fame.

The U.S. Air Force T-6 Texan– This brand new aircraft which is used to train all new Air Force pilots will also fly formation with the classic T-6 of years ago, a classic Heritage Flight of new and old USAF training aircraft.

NASA Astronaut– Meet, talk with and get an autograph from a real NASA Astronaut.

The U.S. Navy's F-18 Hornet– This front line fighter aircraft will put on a spectacular aerial demonstration to end the show each day, climbing vertically straight up. Afterburners blazing, very tight high "G" turns never leaving the traffic pattern, and stunning the crowd with the "Sound of Freedom".

Other Featured Performers– Bill Stein in his Edge 540, Kent Pietsch with a Super Cub comedy routine and Craig "Brute" Teft in a Pitts S-2C. Other flying aircraft include the T-38, A-10, P-51s, Sea Fury, and lots more war birds.

Static Displays– Include a C-130, DC-3, and lots of WWII war birds.

Thanks again to all our great volunteers for all you do! It is a pleasure to be associated with you. See you at the 2006 "Wings Over Wine Country" Air Show, August 19th and 20th.

For more Air Show information, go to www.pacificcoastairmuseum.org, and go to the Air Show page.
Smooth Landings,
Dave

That Coat Rack Half Propeller

By: Ray Smith

Has your curiosity been ignited at seeing that giant half propeller with the question “what kind of aircraft would need such a large propeller?” For me, it started a search for the origin of the wood half propeller coat rack that stands at the end of the hallway in the annex. Charles Brown, antique dealer, who is associated with the well known Alexander Valley Wine country destination, the Jimtown Store, acquired the half propeller from a newspaper ad. Charlie couldn’t determine its origin, and after two years loaned it to Bill Carpentier and the Redwood Empire Aviation Historical Society, located then at the Healdsburg Airport in the mid 1990s. When REAHS was incorporated into Pacific Coast Air Museum, the half propeller was moved to our main facility. It seems that a long missing nameplate was at one time attached to the base of the unit that may have provided its history. When I asked Charlie about the nameplate, he indicated that it was missing when he first received the propeller. The unit stands 75 3/4 inches high (an uncut propeller would have been over 12’ 7 1/2 inches long), has 15 1/2 inch diameter bolt plate depression, 10 bolt holes, a cord (distance between leading edge and trailing edge) of 16 inches, shaft hole of 2 1/2 inches, 3/4/inch high punched letters 1195R, ADP within 3/8th inch circle and the printing “Aeronautical Engineers, SHORTBHO or SHORTBRO, Rochester, England, and is a left rotating Mahogany propeller. It was initially speculated that it is from a large seaplane because of the extensive brass covering.

With the above information, I sent e-mails, with pictures to : The Wings of History Museum in San Martin, ca, The National Air and Space Museum, British Fleet Air Arm Museum, and The Royal Air Force Museums. The San Martin Museum responded with ; “The prop appears to have been used on a 220 Horsepower Sunbeam engine turning about 1000 RPM. The SHORTBRO is the name of the Short Aircraft Company in England. The prop could very easily have been used on amphibian aircraft although the use of copper or brass covering of the leading edges and tips was typical for most all aircraft.” I passed that information on to Dan Hagedorn of The National Air and Space Museum. His researcher’s response was; “The type 184 suggests itself based on the numerical prominence of the type and relation to other designs (of the era). I have been unable to fine any more conclusive details on your propeller. The Short 184 still remains a strong possibility but our archive lacks conclusive numbering details.” Signed; Dave Morris”.

I obtained many photographs of the Short 184 from the internet and I have made the assumption that it is most probably from a Short 184 because of the extreme similarity of shape of the brass in the photos. I located a 1/72 scale model kit of the Short 184 and since the model would make a great addition to the museum, I appealed to the Santa Rosa Chapter of the International Plastic Modelers Society for assistance in completing the model. Pat Nichols was kind enough to take on the task. The completed model was presented at the July Museum meeting which also showed the hard work and dedication put into completing such a model. A picture of the Short 184 model is on page #11 with a history of the Short 184 below the picture.



The Short 184 was first built in 1915 by the Short Brothers, who founded Britain's first Aircraft factory in 1909 with a licensed Wright design. The Short 184 claims to have been the first ever aircraft to torpedo an enemy vessel in action. On August 12, 1915, a British Short Admiralty Type 184 dropped a fourteen inch Whitehead torpedo and sunk a 5,000 ton Turkish supply ship. The ship had been recently torpedoed by a British Submarine and was hung up on a sand bar at the time.

Wing Span—63 Ft 6.25 inches Length—40 feet 7.5 inches Height—13 feet 6 inches
Wing Area—688 square feet Weight empty—3,703 lbs Weight loaded—5,263 lbs
Max Speed—88.5 MPH at 2,000 feet Climb—8 min. 35 sec. to 2,000 feet
Service ceiling—9,000 feet Endurance—2.75 hours.



Visit the
Pacific Coast Air Museum
“Wings Over Wine Country”
Air Show
August 19th & 20th

REMEMBER THESE DATES

August 2nd @ 8:30 AM—Board of Director’s Meeting at the Air Museum.

August 15th @ 12:00 Noon—Executive Director’s Staff Meeting at the Air Museum.

August 16th @ 6:00 PM— Air Show Workers and Volunteers Orientation & Safety meeting followed by a ramp walk— at the museum— *Mandatory for Air Show volunteers!*

No regular member meeting in August due to Air Show & Volunteer briefing

PACIFIC COAST AIR MUSEUM

2230 Becker Blvd.

Santa Rosa, Ca 95403