



# STRAIGHT SCOOP

Volume XV Number 12 December 2009

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

## Santa Claus Fly In

When can you see Santa Claus arrive on the scene by air?? Mark your Calendar for Dec. 19, 2009 and come to the Pacific Coast Air Museum at 10:00am to see Santa fly in by helicopter. After Santa arrives, he will set up shop in the Huey helicopter with his bag of treats and will take requests from all of the kids who have been nice. Every child will get a free bag of goodies. The event will have something for children of all ages. While the kids wait to see Santa, they can test their skills making crafts, enjoy animals in the petting zoo, get their face painted, and play in the jumps and on the air slide.

The museum will have a selection of food and beverages available similar to the famous Hot Dog Thursday menu, with extra items like popcorn, cookies, hot chocolate, tea and coffee. Also, don't forget to check out the many discounted specials offered in the gift shop to fill out your shopping list. Museum members are encouraged to help spread the word to their neighbors and friends. Admission is free for everyone. Posters and flyers are available in the air show office and gift shop.

This year, we would like to expand the bake sale. Anyone interested in helping with this or donating some home made baked finger food items that we will sell, please contact Steve Hoxie at the air show office. Museum - (707)-575-7900, Cellular - (707)-824-4477



[www.pacificcoastairmuseum.org](http://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](http://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](mailto: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

## Board of Directors

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Garry Beverlin 707-576-0350

Jim Cook 707-575-6944

Don Doherty 707-576-8199

Paul Heck 707-538-2200

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Larry Rengstorf 707-575-0331

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Chris Tart 707-836-9226

### Publicity Coordinator

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### Web Administrator

## HOT DOG THURSDAY

## A Fabulous Season

October 1st, 2009, was the final of seven Hot Dog Thursdays and the season was absolutely fabulous. The crew, led by [Ed Nelson and Bill Greene](#), organized everything so that each Thursday it all came together. Ed was doing the cooking, Bill helped with the soft drinks and water, [John Henry or Paul Heck](#) was serving wonderful chili. More help came from [Nick Van Kruining, Barney Hagen, Genelle Voorhees](#) and [Barbara Beedon](#). At times, [Bill Carpentier](#) was selling food tickets and at other times, [Margaret Nelson](#) took over.

The chili was provided by either [Bob Archibald or Tom Chauncy](#) and both recipes were prize winners. [Paul Heck](#) started ice cream sales, donated by [Rose Pattenaude or Maggie Heck](#). The crew in the gift shop, [Bob Conz, Robin Dotti and Max Johnson](#), collected the money and kept our customers moving. Of course, the event takes preparation including trips to COSTCO to buy hot dogs, buns and assorted chips. [Duane Coppock](#), working for either [Ed Nelson or Paul Heck](#), and his blue pickup provided most of the transport.

Talk about customers, many were from the Airport Boulevard community. For some of the Thursdays, we had as many as 200 buy lunches. Many people told us they knew about the Museum but never visited. Hot Dog Thursday gave them an excuse to visit and enjoy a nice lunch and learn something about our Museum and our wonderful patio.

Many thanks go to a generous lady, [Gloria Going](#), who donated funds in memory of [Fred Zanotto](#), for the patio, the flag pole and a memorial plaque. The patio has proven to be most welcoming and relaxing for Hot Dog Thursdays, birthday parties, tour groups and other functions. Everyone raves about the facility. And we mustn't forget a volunteer who helps maintain the looks of the patio. [Tony Bassignani](#) comes in most Mondays and trims the bushes and makes sure the drip irrigation system is operating.

One more function for 2009. [Santa Claus](#) comes a-visiting on December 19th. The crew will be set up to sell hot dog lunches to our visitors. So bring your children, bring your grandchildren, and enjoy Santa's arrival and a great lunch.

So there you have it. A great 2009 and now we get ready for 2010. The first Hot Dog Thursday in 2010 will be April 1st. (No fooling, we'll be ready!)

Without a fabulous crew with great ideas none of this would have happened. When you see any of them give them a great big thanks and a job well done.

The Pacific Coast Air Museum  
 .....PRESENTS.....

**ISRAEL & EGYPT – “ON THE WINGS OF EAGLES”**

The trip of a lifetime for aviation enthusiasts!

DATES: ISRAEL – June 6 – June 18, 2010 – 13 Day/11 Nights

EGYPT – June 18 – 25, 2010 – 8 Days/7 Nights

PRICES: ISRAEL -\$3,175 (Credit Card \$3,307) All inclusive round-trip San Francisco/Tel Aviv.

Land Only Israel: \$1,750.(Credit Card \$1,823.)

ISRAEL & EGYPT - \$4,425. (Credit Card \$4,602.)

Land Only Egypt: \$1,125. (Credit Card \$1,172.)

Land Only Israel & Egypt: \$2,875. (Credit Card \$2,995.)

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**, **Safe**, 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 Leah**, 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 September, 2009 prices, subject to change.)

All transfers, entrance fees, portorage and local service taxes

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

Metropolitan Hotel, Tel Aviv	3 Nights
Kibbutz No Genoas, Tiberius	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:**

**LUNCHESES** – 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	\$40..
Entrance Fee for inside Pyramids	\$20.
Entrance Fee for Mummy Room, Egyptian Museum	\$20.
Optional Flight to Abu Simbel	\$170.

**NORMA NATION****(707) 525-9845**[nationpromo@netzero.com](mailto:nationpromo@netzero.com)**595 South Ave., Santa Rosa, CA 95407**

### Help Wanted for Our Education Program

As many of you know, our Education Program has literally "taken off" under the leadership of [Allan Morgan](#). We have school tours, the Boy Scout Aviation Merit Badge Program, our Summer Aviation School and of course a growing number of birthday parties.

We need volunteers willing to help Allan with these programs. He has been handling just about all of it himself, but with the tremendous growth in the education program, Allan can't continue to keep doing it all by himself.

If you would like to help with any aspect of the Education Program, please contact Allan at 431-2856 or [amrgn@comcast.net](mailto:amrgn@comcast.net), or the museum office at 575-7900 or [director@pacificcoastairmuseum.org](mailto:director@pacificcoastairmuseum.org).



A group of schoolchildren, parents and teachers arrive on "Rosie, The Trolley" to visit the Pacific Coast Air Museum, learn about aviation, climb aboard aircraft and picnic on our patio on Thursday, November 19th. Our tour guides were the museum's Education Coordinator [Allan Morgan](#) and [Duane Coppock](#).

### Healdsburg & Sebastopol Sunrise Rotary members tour the Pacific Coast Air Museum

The Rotary Clubs of Sebastopol and Healdsburg held a joint meeting at PCAM on November 11th. They all enjoyed a presentation by [John Hazlett](#) who spoke about the D-21 Drone and the "Tagboard" programs. After the Gary Powers U-2 shoot down in 1960, the direction of the reconnaissance programs were towards un-manned vehicles such as the D-21 which was carried aloft by the SR-71 and B-52. The unmanned drones flew at 90,000 feet at Mach 3 and when the mission ended the camera pack would eject itself and be recovered by C-130 aircraft using a net-catch system that was sometimes called "Cat Whiskers". The drone then self-destructed. After John's presentation, the members of the clubs toured the PCAM aircraft displays. Pictured above right are five members of Rotary and below right is [John Hazlett](#) speaking to the group.



## *Giving Thanks.....*

Barbara Beedon, Director of Development

*As the year* draws to a close, we think about those things, events and people who are most dear to us. Something about the slowing down of the seasons, the longer nights, make us hunker down and think about what's really important in our lives.

Certainly family and friends are at the top of the list. But sometimes it can be a place that holds meaning for you – maybe it's Paris, France, where you went on your honeymoon, because the first time you saw it was when you were part of the Allied forces who liberated the city, and you wanted to see it again.

Or it could be a place like the Pacific Coast Air Museum.

“Oh, come on”, you might say. But for some of our most dedicated volunteers and members, some of their dearest friends are those they join with at the museum – serving hot chocolate to a child who's thrilled to see Santa Claus land in a REACH helicopter, or having the shared experience of renovating an aircraft and bringing its history back to life.

For some, the experience of spending time with friends at the museum is one of the more important things in their life – the thing that makes a day have a purpose – the thing that gets them through a loss, or just gets them through a day without being alone.

But the reverse is also true. Without you, and your dedication and spirit, there might be no museum. Imagine our community without the Pacific Coast Air Museum – and the people who love it. There would be generations to come who would not be able to cherish the museum and the friendships they would make here. And there are generations of children who would not be able to learn a part of our vanishing history – not by reading a book, but by reaching out and listening to someone who lived it!

Please help us to see that those children to come have the same rich experience that others who came before them have had. Please support us with your time, your talent, and your “treasure”. We are in need of both current gifts, and future gifts. You may even want to consider supporting the museum with a gift through your estate. It's easy, and can be structured so your family is taken care of first.

Then you can know the satisfaction of being able to imagine our community with a thriving, historic museum, peopled by a whole new “family” of volunteers bringing an important education to generations of children to come.

To make a gift to the museum, please use the enclosed envelope. To find out more about making a Legacy gift, contact Barbara Beedon, Director of Development at 707-575-7900, or [bbeedon@PacificCoastAirMuseum.org](mailto:bbeedon@PacificCoastAirMuseum.org)

*Enjoy the Season!*

### Pacific Coast Air Museum Building Fund Donations

From the start of our new museum Building Fund drive through mid-November of this year, the folks on this list have made generous donations for our new museum. We need your donations, no matter how large or small, to support our building campaign. Many thanks to all on this list who made donations to the Building Fund. We are currently negotiating with the County for a wonderful new location on the airport. We are making progress! You can show your support by sending in a donation of any size. Thanks in advance for your generosity.

#### PLATINUM WINGS (Donations of \$10,000 or more)

Hattie Stone

#### GOLD WINGS (Donations of \$1,000 to \$9,999)

Apex Aviation—Jim Markel	Daniel Cassidy Estate	Bill & Julie Conklin	Jim Cook
Duane Coppock	Dick Dennis	Don & Jann Doherty	Ron Dreyer
Barney & Clare Hagen	Howard Hall	George & Alicia Johnston	Judy Knaute
Steve Kwok	Jim Long	Larry Rengstorf	John Rutigliano
Carl Thompson			

#### SILVER WINGS (Donations of \$100 to \$999)

Earl Aagard	Dean Abramson	Memory of Ray Andersen	Diane Barrett
Tony Bassignani	Donn & Patricia Beardon	Vaughn Bennion	Robert Bernard
Memory of Hillary Beverlin	Robin Bloomquist	Howard Bogg	R. Malin Campbell
Les Carey	Bill Carpentier	Memory of Robert Cha	John Charlebois
John Creech	Phil Danskin	Gil & Marianne Delagnes	Robt/Davis Donegan
General George J. Eade	Doug Eastman	Robert Fiora	Jerry & Donna Ford
Larry Ford	Paul & Linda Geiger	Bill Greene	David Gregory
Frank & Naomi Gulick	Dick & Marilyn Gullede	Mike & Hancy Haiston	Gary & Virginia Heitz
Jack Hickey	Steve Hogle	Nancy Horton	Larry Houghton
Steve Hoxie	Raymond D. Kelso	Carolyn R. Knight	Marcia Konkel
Arthur A. Kransberger	Ron Kron	Leonard L. LaBranche	Kenneth Lawson
Dick & Carol Lewis	Kim & John Lloyd	Memory of Ernie Long	Don Madson
Art & Lyn Magill	Lawrence & Carol Manhart	Lindsay & Margaret Marcom	Mr/Mrs. Sal Massaro
Bob Moon	Mike & Sandy Morgan	Daniel Mosier	Terry/Sandy Nelson
Donald & Joella Olsen	Doug Olson	Roger Olson	Glen W. O'Neil
Darwin Paulos	Dick Percival, Lt. Col. USMC (Ret)		Carlo & Jodi Piscitello



**SILVER WINGS** (Continued)

Ed Pitt	Donna Poulos	William Quad	James Raby
David Reber Family	John & Rae Rehn	Joe Rogers	Chuck Root
Donald Rowell	Minter & Winnie Rudy	Harrison & Margaret	Rued
John Russell	Mr./Mrs Richard Salander	Mr. Say	Lawrence Shapiro
Roger Sherron	Admiral Bennet Sparks	Bruce Stangland	Memory of Stan Strout
Victor Suard	David/Joyce Sunderman, Sr.	Ken Thompson	John Thomson
Robert Trombetta	Mike Turnick	Unknown*	Jerry/Maxine Van Norden
Bob & Sue Vargas	Ian & Rachelle Wayman	Phil Williams	Mr/Mrs. Dennis K. Wilson
Wine Country Flers	John & Patricia Withers	Jim & Karen Wofford	
Joel & Harlene Wright	William W. & Patricia L. Wright		

**BRONZE WINGS** (Donations up to \$99)

Phillip A. Aaron	Craig Ahswede	Jon Ahnberg	Robert Anderson
Bob Andrews	Ed Bale	George Barr	Jerry Bas
Steve Benjamin	Richard A. Bettencourt	Andy Bouchard	Andy & Susan Brian
Dale Brown	John & Jean Bryant	Dale Brown	John & Jean Bryant
Norma Cacchiotti	Gabriel Cardenas	Larry Carrillo	John Chavez
Mr. & Mrs. Rob Clark	John Coward	Ed Crandall	Paul Critchett
Phil Croel	Kim Crumb	Bennett Cullison, III	Donald & Norma Davis
John & Vicki DeCastro	Jack Denton	Cindy Diaz	Matt & Kahaca Doyel
Larry Dunn	Ken Elwood	Melinda & Gary Feldsher	George Fenisey
Donal Figone	John Fisher	Dennis Flynn	Memory of Larry Fostmeier
John Funkhauser	Cynthia Furst	Ezio Gallarate	Brian & Trudy Garman
Dick Gearhart	Claud Graham	Dan Graham	Gary Grutkowski
Edward Hamer	David Harris	Philip Hartlaub	Bob Hassing
Lester & Evelyn Herring	Mike Higgins	Charlie Holling	Daniel Hooven
Peter Hunter	ER James	Robert Jones	Ronald Jordon
Jordan's Imported Auto Parts	Thomas Jumper	Frank A. Kappeler	Garth Kline
Sara S. Leech	Felix & Wilma Lomeli	Alfred Lovi	Walt Lyon
Tomas Main	Betty J. May	Drury McCall	Ron McCully
Nick & Patricia Morelli	Jerome G. Morgan, MD	Ed & Maggie Nelson	Jacqueline Nelson
Joana Niruwboer	Eric & Yvonne Norrbom	Tim Olson	Ray Parnay

## Bronze Wings (Continued)

Benjamin V. Pedrotti	Cw4 James T. Pierce, USA (Ret.)	Alex Post
Lou Quad	Robert Rernard	Marilyn Reynolds
Aaron Rosen	Glyn & Janet Rowley	Steven D. Ruesel
YG Sanchez	Robert & Sharyn Sarquis	Joseph Sarro
Tom Schiff	Douglas Scott	Lawrence Shapiro
Darrell Shumard	Stephen Silen	Don Silverek
Richard & Yuriko Small	Ray Smith	Jerry Stallings
Bob Stratos	Richard & Marlene Stevenson	Stan Strout
Chuck Thomas & Family	William & Barbara Van Asdlan	William & Alice Veiga
Brad Wallis	Tom Walters	Jeffery Webber
Randy Wetch	Capt. Robert M. Wicklund	Bill Wight
Ted Wilmsen	TE Wilson	William Wise
Quincy & Jan Zlotnick	Kristan Zwerling	

\*Early August '08 donation, money order from Sterling Bank. If you recognize this, please contact us.

#### Chapter 4

##### The Pan-Am Clipper

The endless brown of the Sudan gave way to rolling hills, and then rocky crests that stretched across their path. They flew over native villages, and great gatherings of wildlife. Herds of Wildebeest, hundreds of thousands strong, stampeded in panic as the Clipper roared overhead. The grassland soon turned to jungle and they crossed several small rivers which they tried to match to their maps. Suddenly ahead, they saw a large river, much bigger and wider than others they had crossed, and off to their right was a good sized town. The river had to be the mighty Congo and the town was Bumba, the largest settlement on the river at that point. From their maps they saw that they could turn and follow the river downstream to Leopoldville. They had five hundred miles to fly. Late in the afternoon they raised the Congolese capitol of Leopoldville. Ford set the Boeing down gently onto the river and immediately realized the strength of the current. He powered the ship into the mooring and the crew finally stepped ashore. It was stepping into a sauna. The heat was the most oppressive they had yet encountered. It descended on them like a cloak, sapping what energy they had left. A pleasant surprise awaited them however, when two familiar faces greeted them at the dock. A Pan American Airport Manager and a radio officer had been dispatched to meet them and Ford was handed a cold beer. "That was one of the high points of the whole trip", he said.

After a night ashore, they went to the airplane the next morning and prepared for the long over-water leg that would take them back to the Western hemisphere. The terrible heat and humidity had not abated a bit when the hatches were finally secured and they swung the Clipper into the river channel for the takeoff. The airplane was loaded to the gunnels with fuel, plus the drum of oil that had come aboard at Noumea. It was, to put it mildly, just a bit overloaded. They headed downstream into the wind, going with a six knot current. Just beyond the limits of the town, the river changed from a placid downstream current into a cataract of rapids;

rushing rapids; pillars of rocks broke the water into a tumbling maelstrom. Ford held the engines at takeoff power and the crew held their breath while the airplane gathered speed on the glassy river. The heat and humidity and their tremendous gross weight were all factors working against them as they struggled to get the machine off the water before the cataracts. Ford rocked the hull with the elevators trying to get the Boeing up on a step. Just before they would enter the rapids and face certain destruction, the hull lifted free. The Pacific Clipper was flying, but just barely.

Their troubles were far from over, however. Just beyond the cataracts they entered the steep gorges; it was as though they were flying into a canyon. With her wings bowed, the clipper staggered, clawing for every inch of altitude. The engines had been at takeoff power for nearly five minutes and their temperatures were rapidly climbing above the red line; how much more abuse could they take? With agonizing slowness the big Boeing began to climb foot by perilous foot. At last they were clear of the walls of the gorge and Ford felt he could pull the throttles back to climb power. He turned the airplane toward the West and the Atlantic. The crew, silent, listened intently to the beat of the engines. They roared on without a miss and as the airplane finally settled down at their cruising altitude, Ford decided they could safely head for Brazil, over three thousand miles to the West.

The crew felt revived with new energy and in spite of their fatigue they were excitedly optimistic. Against all odds they had crossed Southern Asia and breasted the African continent. Their airplane was performing better than they had any right to expect and after their next long ocean leg they would be back in the hemisphere from which they had begun their journey nearly a month before. The interior of the airplane that had been home to them for so many days was beginning to wear rather thin. They were sick of the endless hours spent droning westward, tired of the apprehension of the unknown and frustrated by the lack of any real meaningful news about what was happening in a world besieged by war. They just wanted to get home.

After being airborne over twenty hours, they landed in the harbor at Natal just before noon. While they were waiting for the necessary immigration formalities to be completed, the Brazilian authorities insisted that the crew disembark while the interior of the airplane was sprayed for Yellow Fever. Two men in rubber suits and masks boarded and fumigated the airplane. Late that same afternoon, they took off for Trinidad, following the Brazilian coast as it curved around to the Northwest. It wasn't until they had departed that the crew made an unpleasant discovery. Most of their personal papers and money were missing along with a military chart that had been entrusted to Navigator Rod Brown by the US Military Attaché in Leopoldville; obviously stolen by the Brazilian "Fumigators". The sun set as they crossed the mouth of the Amazon, nearly a hundred miles wide where it joins the sea. Across the Guineas in the dark they droned and finally at 3 am the following morning they landed at Trinidad. There was a Pan Am station at Port of Spain and they happily delivered themselves and their weary charge into friendly hands.

The final leg to New York was almost anti-climatic. Just before six on the bitter morning of January 6th, the control officer in the Marine Terminal at LaGuardia was startled to hear his radio crackle into life with the message, "Pacific Clipper inbound from Auckland New Zealand, Captain Ford reporting; overhead in five minutes". In a final bit of irony, after over thirty thousand miles and two hundred hours of flying on their epic journey, the Pacific Clipper had to circle for nearly an hour because no landings were permitted in the harbor until official sunrise. They finally touched down just before seven, the spray from their landing freezing as it hit the hull. No matter—the Pacific Clipper had made it home.

### Executive Director's Update

Plan now to attend our wonderful Annual Holiday and Awards Meeting on December 16th at SCOE. It is a pot luck so bring a delicious appetizer, main dish, salad or holiday "goodie" to share. The Volunteer of the Year, President's Award, special awards, and Volunteer Hour Pins will be awarded. Ballots will be collected until the start of the meeting and the results of the election for three Board seats will be announced toward the end of the meeting. There will also be the largest group of fantastic raffle prizes that we've had this year, including a one hour airplane ride over Sonoma County. It's a meeting with holiday cheer and lots of awards for deserving people and one that is always a lot of fun.

Winter is here and for the Pacific Coast Air Museum that means Board election time and membership renewal time. The Board terms of [Don Doherty](#), [Norma Nation](#) and [Larry Rengstorf](#) are up and three people must be elected by the membership to fill those expiring terms. [Bill Greene](#), [Lynn Hunt](#), [Allan Morgan](#) and [Larry Rengstorf](#) are running for the three openings. Be sure to make out your ballot (and membership renewal) as soon as you receive it and return both to the museum. Your vote is important; so is renewing your membership in our fantastic and growing Air Museum.

In early December you will receive both your Board Election ballot and membership renewal. It's easy at the holiday season to put the renewal form in the stack of holiday mail and forget to send it in. Why not just fill it out, attach your check and send it right back to us as soon as you get it? The museum needs you as a member and your membership dues go directly into the operations and upkeep of your Pacific Coast Air Museum.

Our holiday gift to our members (although we doubt Santa will bring them in time for Christmas!) is the Air Force Museum approving loans of an F-100 "Super Sabre" and an F-15 "Eagle". We'll keep you posted on their arrival dates.

In case you missed it in last month's newsletter, the Pacific Coast Air Museum latest happenings are on "Twitter". Just go to [www.twitter.com](http://www.twitter.com) and search for PCAM Air Museum. We'll try to keep the updates simple and easy to read with the latest on what's happening at your Pacific Coast Air Museum.

Finally, from Betty and me to all of you and your families, our very best wishes for a happy holiday season and a wonderful, healthy and prosperous New Year..

Smooth Landings,  
Dave.

**Look at what Santa is bringing the Pacific Coast Air Museum, delivery expected some time in 2010**





December 19th  
SANTA CLAUS  
arrives via  
REACH Helicopter  
@ 11 am  
DO NOT MISS THIS

### REMEMBER THESE DATES

December 2nd @ 8:30 am Board of Directors Meeting at the Museum  
December 15th @ 12:00 pm Executive Director's Staff Meeting at the Museum  
December 16th @ 6:30 pm Holiday Party, Awards & Election at SCOE  
December 19th @ 10:00am, Santa Fly In at the Museum

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