



# STRAIGHT SCOOP

Volume XVI Number I January 2010

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

Where can you go to see Santa Claus fly in by helicopter to visit with children of all ages? Only at the Pacific Coast Air Museum. On Saturday the 19th of December, as the anticipation grew, the pilots of REACH Air Medical Services circled the museum in their helicopter and delivered Santa right on time at 11:00 am. Every year, we recognize their generosity and thank them for making this unique experience possible.

Everyone waved as Santa stepped out to greet the waiting crowd. Hundreds of people braved the foggy day to see him arrive. Shortly after landing, Santa set up shop in the Huey and took requests while he dispensed goody bags of toys and treats to all of the children. While everyone waited to see him, the kids enjoyed the petting zoo provided by the Sonoma County 4 H club.

Other activities included a crafts table for making ornaments, an inflatable jump and a big slide. [Paul Heck](#) with his now famous "Hot Dog Thursday" Crew put on a spread including hot dogs, chips, cookies, sodas, hot coffee, tea and chocolate. [Kathy Kumpula](#) ran the popcorn machine to its limit just keeping up with the demand. We want to thank everyone who donated items to the bake sale as it sold out as well. An early report from [Bob Konz](#) in the gift shop indicated that they had one of their best sales days ever.



[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  
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### Web Administrator

Dave Pinsky 707-575-7900

## January Guest Speaker— Al Pimenti

The B-24 Liberator in the China-Burma Theater.

Join us Wednesday evening January 20, 2010 to hear first hand from WWII veteran and Pacific Coast Air Museum member [Al Pimenti](#) as he shares his experiences flying in the B-24 in the theater often over looked by history books. All the support for this group had to be airlifted over the Himalayas – referred to as “flying the Hump.”

Al joined the US Army Air Force in May 1942 and served until September 1945. He resides in Santa Rosa with his wife Sharon. His daughter and her family live in Oregon and his son and family live in Santa Rosa. He is a grandfather and a great grandfather of three as well.

You may remember Al was the recipient of one of our membership meeting raffle drawings last spring that ironically awarded him a ride on a B-24 re-positioning flight after a group of war birds visited Charles Schultz Sonoma County Airport. That flight occurred 64 years after his last flight in the Liberator and his experience was covered in the Press Democrat.

## GIFT SHOP MOVES INTO 21<sup>ST</sup> CENTURY

It all started back in April when [Bob Konz](#) had a run-in with an ATV. All of a sudden I, [Robin Dotti](#), had to take over and run the gift shop while Bob recovered, and that's when the ideas started and we coordinated them with Bob as he convalesced.

A catalog came in and we all know how women like to shop and/or remodel. I talked with [Tom Chauncy](#) and found that he not only had similar ideas, but he already possessed and was ready to donate all the acrylic shelving that would be needed. He also got display cases from Gottschalks when they closed that went with our design perfectly. What a great start!

We talked to Bob and got his approval, so he wouldn't have a heart attack when he came back, then went to the board with our remodel proposal. After receiving approval, we went over to Friedman's Home Improvement and got them to donate \$500 toward purchasing material. Thank you very much Friedman's.

All that was left now was the construction. That was the hardest part. Between dealing with an old building that doesn't have a square corner and old bodies that creak with every move, it took longer than expected. [Tom Chauncy and Ross Akers](#) didn't let that stop them. They came out on days we were closed, did a section at a time, and then would have it ready to open the next day for our visitors. They kept going until at long last the Gift Shop remodel is done and is now officially in the 21<sup>st</sup> century.

Special thanks to [Tom Chauncy and Ross Akers](#) for all your hard work. And a really special thanks to [Bob Konz](#) for putting up with our mess and letting us make it happen! ***Pictures of our renovated gift shop are on page 9 of this newsletter.***

Robin



1- President Mike Voorhees announces Ray Smith as 2009 Volunteer of the Year (Ray was home tending to an ill wife).



2 - Allan Morgan is presented the 2009 President's Award for his work with the museum's education, Scouting and birthday party programs



3 - Cynthia Furst and Dennis Rowan are honored for their many, many years of faithful service to the museum as web designer, web administrator, photographer and Gift Shop docents (Dennis & Cynthia were both away on business)



4 - Don Doherty is honored for his 13 years of service on the museum Board of Directors



5 - Norma Nation is thanked for her three years of service on the Board of Directors



6- Air Show Director Steve Hoxie thanks the Civil Air Patrol & presents them a check for another great year of helping at our Air Show



7 - Air Show Director Steve Hoxie thanks Boy Scout Troop 125 & presents them a check for another great year of helping at our Air Show (the Sea Cadets were also thanked but unable to attend)



8- The Election Committee counts the votes for the three open seats on the Board of Directors. At the conclusion of the night's festivities and awards (including the presentations of hundreds of Volunteer Hour Pins), Vice President Jim Cook announced that Bill Greene, Lynn Hunt and Allan Morgan had been elected to the Board for three year terms. President Mike Voorhees congratulated Bill, Lynn and Allan, reminding them of the hard and serious work that lies ahead, and thanked outgoing Board members Don Doherty, Norma Nation and Larry Rengstorf for their years of service.

## Planning Ahead

Twenty-Ten. How can it already be 2010? Wasn't the Millennium just yesterday? I don't know about you, but time certainly moves faster for me now than I remember it did when I was younger!

Back then, I had all the time in the world to make things happen. Now, I find myself needing to plan more, so I don't forget to do all the things that are the most important to me.....not just the most urgent.

Being part of the "Baby Boomer" generation, it took awhile for me just to realize that I *won't* live forever! Once I figured that out, I made sure to plan for my future, and for the future of those people and organizations which hold meaning for me.

One of the most important things I've done is to make a simple will – making sure that my son won't have to watch as my estate plan is made by the state. It also assures that my belongings and investments go to him, to my grandson, and to other family members, instead of being stalled and depleted by a lengthy probate process.

After my family, I've provided for a few charitable gifts to organizations that I have enjoyed being a part of. To Rotary International, to support their programs that help bring peace to the world, to the American Lung Association, whose mission I served for so long, and still strongly support. And, yes, to the Pacific Coast Air Museum (PCAM). Since I have started working and volunteering for PCAM, I have come to feel the camaraderie and strong friendships that many here feel. I'm happy to be a part of the PCAM family, and want to make sure others will have the opportunity to feel this way well into the future.

Recently, five members of PCAM have let me know that they have also included the museum in their future plans. We are gratified that they have decided to honor us with that level of support, and wish to thank them and honor their strong dedication to our mission. Two have asked to remain anonymous, and I have promised to keep that trust. None have shared what the amount of their gift will be, because that is of secondary importance to the fact that they would consider us to be part of their family.

If you also feel that way about PCAM, but have questions or concerns about how to go about setting up a "planned gift" to the museum, please give me a call. I can provide you with information and resources that will be useful in deciding how best to provide for yourself, your family, and the museum. I'm here to help you as you plan ahead for 2010 and beyond.

Barbara Beedon, Director of Development

707-695-3683

## FIRST AID EQUIPMENT

***All members and volunteers should be aware that we have a Trauma Kit in the Gift Shop, an AED in the Gift Shop, a First Aid Kit in the volunteer lounge and a First Aid Kit in the crew chief shop. If you are not familiar with the location of this potentially life saving first aid equipment, please ask and we'll show you where it is, and how to use it if you don't know. It's important to know where this equipment is and how to use it should an injury occur at the museum.***



**Executive Director's Update**

In trying to think of something important and /or meaningful to write during the holiday period, I ran across a letter written by my Air Force Pilot Training classmate, friend and Olympic Silver Medal winner, Cliff Cushman. Many of you may recall that we honored Cliff this past year by emblazing his name on the right canopy rail of our museum's F-105. I still wear Cliff's POW-MIA bracelet in honor of Cliff and all POWs and MIAs.

Cliff was a graduate of Grand Forks Central High School in Grand Forks, North Dakota in 1956. He was an outstanding track athlete, setting and breaking many records. In 1990 Cushman was inducted into the Grand Forks Central Athletic Hall of Fame. After high school, Cliff attended the University of Kansas where he again broke and set many track records. In 1959 Cliff took second place in the 400 meter hurdles helping Kansas reach their first NCAA Championship. In the next year he was named Captain of the Jayhawks, earned outstanding performer honors at the Kansas Relays, as well as winning the national title in the 400 meter hurdles, and he again helped Kansas defend their NCAA Championship. His biggest achievement during his college career was during the 1960 season where Cliff became an Olympian, competing in the 1960 games in Rome. Cushman finished second overall with a time of 49.6 seconds in the 400 meter hurdles, winning the Silver Olympic Medal, missing the Gold Medal by three yards.

I met Cliff the following year and spent 1961 and 1962 with him in the U.S. Air Force's all-jet pilot training program. We lived next door to each other in the Bachelor Officer's Quarters. We became close friends. In 1964 Cliff Cushman hoped to compete again in the Olympics. Just hours after the meet, Cushman wrote a letter to the youth of his hometown of Grand Forks asking them to not feel sorry for him but to set goals for themselves. Some think Cliff's letter should be posted in every high school and college locker room in the country. Here is Cliff's letter, the man we honor on our museum's F-105, as timely and thought provoking today as it was in the mid sixties.

"You may have seen the U.S. Olympic Trials on television Sept. 13. If so, you watched me hit the fifth hurdle. Fall and lie on the track in an inglorious heap of skinned elbows, bruised hips, torn knees and injured pride, unsuccessful in my attempt to make the Olympic Team for the second time. In a split second all the many years of training, pain, sweat, blisters and agony of running were irrevocably wiped out. But I tried! I would much rather fail knowing I had to put forth an honest effort than never to have tried at all. This is not to say that everybody is capable of making the Olympic team. However, each of you is capable of trying to make your own personal Olympic Team, whether it be the high school football team, Glee Club, honor roll or whatever your goal may be. Unless you reach exceeds your grasp, how can you be sure what you can attain? Over 15 years ago, I saw a star—first place in the Olympic Games. I literally started to run after it. In 1960, I came within three yards of grabbing it; this year I stumbled, fell and watched it recede four more years away. Certainly, I was very disappointed in falling flat on my face. However, there is nothing I can do about it now but get up, pick the cinders from my wounds and take one more step followed by one more until the steps turn into the miles and miles of success. I know I may never make it. The odds are against me, but I have something in my favor—desire and faith. Romans 5:3-5 has always been an inspiration to me in this regard: "we rejoice in our sufferings, knowing that suffering produces endurance and endurance produces character, and character produces hope and hope does not disappoint us". At least I am going to try.

How about you? Would a little extra effort on your part bring up your grade average? Would you have a better chance to make the football team if you stayed an extra 15 minutes after practice and worked on your blocking?

Let me tell you something about yourselves. You are taller and heavier than any past generation in this country. You are spending more money, enjoying more freedom and driving more cars than ever before, yet many of you have never known the satisfaction of doing your best in sports, the joy of excelling in class, the wonderful feeling of completing a job, any job and looking back on it knowing that you have done your best.

I dare you to cut your hair neatly, to clean up your language, to honor your father and mother, go to church without having to be compelled to go by your parents. I dare you to unselfishly help someone less fortunate than yourself and enjoy the wonderful feeling that goes with it. I dare you to become physically fit. I dare you to read a book that is not required in school. I dare you to look up at the stars and set your sights on one of them that up to now you thought was unattainable. There is plenty of room at the top, but no room for anyone to sit down. Who knows/ You may be surprised at what you can achieve with sincere effort. So get up, pick the cinders out of your wounds and take one more step.

I dare you.—Clifton E. Cushman, September 17, 1964.

Just two years later, on September 25, 1966, Captain Clifton E. Cushman was the pilot of the #2 F-105D in a flight of three that was conducting an afternoon combat mission to bomb a railroad bridge near Hanoi, North Vietnam. He was shot down and declared MIA. On November 6, 1975, Cliff Cushman was officially declared dead.

One of Cliff's many legacy's is the letter he wrote in 1964, four years after winning an Olympic Silver Medal, a few months after failing to qualify for the 1964 Olympics and two years before giving his life for his country.

I can't think of a better holiday message—I hope you will share it with loved ones and friends.

Happy New Year and Safe Landings

Dave

### **LOG YOUR VOLUNTEER HOURS**

It is important for all of us to log our volunteer hours because they show the level of support the museum receives from its own members.

Why is that so? When it is time for the museum to apply for grants or request donations from donors of substantial means they in many cases want to know the level of support from the members and they measure that by hours volunteered.

Some of these groups, especially foundations, have formulas (or rules of thumb) to convert hours to a dollar figure. That figure is \$25.00 per hour.

Well, folks, so far this year, 2009, there are 74,102 hours logged, for a total of \$1,852,550. the value of the hours you have donated.

Now you can see the importance of hours logged and we know many of you have been remiss in not staying current.

This is especially true for the Air Show. It is easy to log your hours. A hard copy logbook can be found in the museum crew lounge and the new shop for you working on your airplanes.

A **Volunteer Badge** is available to anyone who donates any of his or her time. **Volunteer Hour Pins** are awarded for 100, 300, 500, 1000 and increments of 1000 hours to 5000 hours.

Here are the awards for career volunteer hours

#### **100 Hour Pins**

Mike Houghton  
Carol Lewis  
Bob Gutteridge  
Gil Delagnes  
Margaret Nelson  
Glyn Rowley  
Don Hamlow  
Dennis Rowan  
Ross Akers  
Quincy Zlotnick  
Jezreel Janairo

#### **300 Hour Pins**

Steven Carter  
Jerry VanNorden  
Laura Collins  
Ben Martin  
Marianne Delagnes  
Larry Houghton

#### **500 Hour Pins**

Tom Chauncy  
Joe Cholewa  
Rose Pattenauode  
Gregory Thomas  
John Rutigliano  
Billy Collins  
Allan Morgan



**1000 Hour Pins**

Rachel Lorence

Mark Fajardin

Max Johnson

Robin Dotti

Mike George

**2000 Hour Pin**

Terry Lorence

**5000 Hour Pins**

Bob Conz

Ron Stout

**3000 Hour Pins**

Bill Carpentier

Rick Elwood

Ed Nelson

Jimmy Long

**4000 Hour Pins**

Duane Coppock

Barney Hagen

Jim Cook

Bill Greene

With 10,250 Hours volunteered, our number one donor of hours is **Larry Rengstorf**



BEFORE RENOVATION OF GIFT SHOP



AFTER RENOVATION OF GIFT SHOP



Dear Friends of the Museum,

As you know, 2009 has been a difficult year for all of us. From our families to our local community, to our nation, we have all been impacted. Nationwide, charitable donations are projected to be down by nine per cent, and the impact of that downturn in funding will be dramatic for many non-profit organizations like the Pacific Coast Air Museum. This is happening at a pivotal time for our museum, when we are poised to expand into a new location. As many of you who have donated to our "building fund" know, our museum is experiencing growing pains that could be intensified by this financial challenge to our future.

Without sufficient funding, it will be more difficult to pursue our mission of providing education and volunteer opportunities that inspire new generations of aviators and aerospace scientists and engineers, as well as continuing to acquire, restore and display historic aircraft to preserve the history of flight for our region and beyond. This year, our need will be greater than ever, and therefore as 2009 comes to an end, I invite you to consider a tax deductible year end gift to the Pacific Coast Air museum.

I can assure you that your gift will be put to good use to support our important educational programs and museum operations. Your support will, for example, help provide funding for our educational field trips for young people. In the past year, thousands of students visited our museum, where they learned about Science, Math, and Engineering while listening to the experiences of our Docents. They also participated in hands-on learning experiences through our flight simulator and by climbing into the cockpits of our display aircraft. This year we also forged partnerships with the Experimental Aircraft Association's "Young Eagles" program, and the Boy Scout's Aviation Merit Badge and Air Explorer Scout Programs to enhance and expand our "future aviator" educational offerings.

Of course, your gifts can also go toward the restoration of aircraft like the A-26 Invader, the A-7A Corsair II and others. During 2009 we completed restoration of the F-105 Thunderchief and acquired the D-21 Drone. In 2010 we are scheduled to receive a F-100 Duper Sabre and a very special F-15 Eagle. Our volunteers donate all of the labor needed and often cover expenses from their own pockets, but we need your help to cover the materials used for restoration as well as for maintaining our displays, facilities and grounds.

Most charitable gifts to the museum are made in the form of checks and cash. Because the museum is a 5019c)(3) non-profit, tax exempt, charitable organization, most gifts are tax deductible. For more information, visit our website at [www.pacificcoastairmuseum.org](http://www.pacificcoastairmuseum.org). Scroll down and click on the word "Donations". You may give by mail, or by credit card. You may also wish to consider a gift of securities or other assets that may offer significant tax benefits. Please consult with your tax or financial advisor for your particular situation. For general questions, call our Director of Development, Barbara Beedon at 707-575-7900.

If you haven't been to the museum lately, we encourage you to visit. We have 34 aircraft and artifacts and may interesting historical exhibits in the gallery. Our volunteers and docents are here to see that you have a great time. All of us at the Pacific Coast Air Museum thank you for your support and we wish you a happy and prosperous year in 2010.

Sincerely

*Michael A. Voorhees*

President

**The final chapter of the Pan Am Clipper:**

The significance of the flight is best illustrated by the records that were set by Ford and his crew. It was the first round-the-world flight by a commercial airliner, as well as the longest continuous flight by a commercial plane, and it was the first circumnavigation following a route near the equator (they crossed the Equator four times). They touched all but two of the world's seven continents, flew 31,500 miles in 209 hours and made 18 stops under the flags of 12 different nations. They also made the longest non-stop flight in Pan American's history, a 3,583 mile crossing of the South Atlantic from Africa to Brazil.

As the war progressed, it became clear that neither the Army or the Navy was equipped or experienced enough to undertake the tremendous amount of long distance air transport work required. Pan American Airways was one of the few airlines in the country with the personnel and expertise to supplement the military air forces. Captain Bob Ford and most of the crew spent the war flying contract missions for the US Armed Forces. After the war, Ford continued flying for Pan American, which was actively expanding its routes across the Pacific and around the world. He left the airline in 1952 to pursue other aviation interests.

The crew of the Pacific Clipper: Captain Bob Ford; First Officer John H. Mack; Second Officer/Navigator Roderick N. Brown; Third Officer James G. Henriksen; Fourth Officer John D. Steers; First Engineer Homans K. "Swede" Roth; Second Engineer John B. "Jocko" Parish; First Radio Officer John Poindexter; Second Radio Officer Oscar Hendrickson; Purser Barney Sawicki; Asst. Purser Verne C. Edwards.

Poindexter was originally scheduled to accompany the Pacific Clipper as far as Los Angeles, and then return to San Francisco; he had even asked his wife to hold dinner that evening. In Los Angeles, however, the regularly scheduled Radio Officer suddenly became ill, and Poindexter had to make the trip himself. His one shirt was washed in every port that the Pacific Clipper visited.

This article was originally published in the August 1999 issue of "Air and Space Magazine" and is reprinted by permission of the author.

**The following information provided by Duane Coppock**

A few numbers from the Saturday Santa Fly-in. The Hot dog Thursday crew took in \$546; Kathy, selling popcorn and cookies made around \$186 and the Gift shop revenues were over \$1,000.00.

Everybody seemed very happy with our event and Barbara, for one, took many pictures. And of course, Santa with his Head Elf made a super photo op for all our guests.

**HELP WANTED**

The Editor of this newsletter is asking anyone who may be interested in assisting with the editing of this document and who would be willing to take over in the event of illness etc., please contact Chris Tart at 836-9226 or [sctartusaf@yahoo.com](mailto:sctartusaf@yahoo.com).



No  
“Climb aboard”  
In January  
The weather is too uncertain

### REMEMBER THESE DATES

January 6th @ 8:30 am— Board of Directors Meeting at the Museum  
January 12th @ 12:00 pm— Executive Director’s Staff Meeting at the Museum  
January 20th @ 6:00pm—Air Show Planning Meeting at SCOE  
January 20th @ 7:00 pm— Monthly Membership Meeting at SCOE

**PACIFIC COAST AIR MUSEUM**

**2230 Becker Blvd.**

**Santa Rosa, Ca 95403**