



# STRAIGHT SCOOP

Volume XII Number 2 February 2006

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

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## Grace High School Visits The Pacific Coast Air Museum

Pacific Coast Air Museum's Tour Coordinator, Allan Morgan, received a short thank you note from Mr. Peter Giglio who is the Administrator of Grace High School. The note reads:

"Dear Mr. Morgan, Thank you for the opportunity you have afforded our students. They were appreciative and animated when they came back to Grace. What they saw and heard was new to them as many of them had never had the opportunity to see an airplane up close or to be in one. This was truly a great outing for them. Once again, thank you very much. Sincerely, Peter Giglio."

The tour was on the 13th of December 2005 and was a group of approximately 30 students from the Junior and Senior classes of Grace High School which is affiliated with Piner High School.

This is a great example of the value of the Pacific Coast Air Museum as an educational resource.

**Editor's Note:** As of our print deadline, Grace's Staff was unable to provide a photograph to accompany this article.

[www.pacificcoastairmuseum.org](http://www.pacificcoastairmuseum.org)  
(707) 575-7900

## Pacific Coast Air Museum

Located on the corner of North Laughlin and Becker Blvd. on Charles M. Schulz-Sonoma County Airport.. Just North of Santa Rosa, CA.

### Museum Hours

Tuesday, Thursday, Saturday and Sunday;  
10:00AM to 4:00 PM

A selected aircraft is available to “**Climb Aboard**” on the third weekend of each month. (weather permitting).

Call (707) 575-7900 for details and information, or Fax (707) 545-2813.

**Member Meetings** are typically held at Sonoma County Office of Education (SCOE) located near the airport on Skylane Blvd., on the third Wednesday of each month at 7:00 PM.

“**Straight Scoop**”, the museum’s newsletter, is published monthly. Members are encouraged to submit articles for possible publication-due by the 20th of the month prior to publication. All articles in this newsletter are copy written. If you wish to use any of the contents, please contact:

Chris Tart—Editor  
1064 Maple Drive  
Windsor, Ca 95492  
707-836-9226  
or Email [sctartusaf@yahoo.com](mailto:sctartusaf@yahoo.com)

Address corrections and membership renewal (\$30.00 per year or \$45.00 for a family) should be sent to PCAM 2230 Becker Blvd., Santa Rosa, CA 95403



## PCAM'S BIRTHDAY GIRL

## LINDA WRIGHT

At the January Board of Directors Meeting, Linda was surprised with a Birthday Cake and a song. Linda loved the cake but expressed her hope that the singers would be able to keep their day jobs.

## Executive Director's Update

Three new board members were elected at our December meeting— Bob Archibald, Paul Heck and Mike Voorhees. Each of these have been Pacific Coast Air Museum members for some time and each brings a lot of experience and expertise to the Board. Thanks to all of our Board members for being willing to serve.

At the January Board of Director's meeting, the following officers were elected:

**President**-Jim Long

**Vice President and President Elect**-Guy Smith

**Secretary**-Steve Kwok

**Treasurer / Chief Financial Officer**-Judy Knaute

At its January meeting, the Board approved the 2006 Budget. This budget includes the Air Show, aircraft restoration and maintenance, and the normal range of administrative costs necessary to run the Air Museum year around. The Board will have a Strategic Planning Retreat on February 15th. It will be planned by President Jim Long, President Elect Guy Smith, Past President Jim Cook, & Executive Director, Dave Pinsky. I'll do a summary of the retreat for the March "Straight Scoop". In early January we received a wonderful donation from the Santa Rosa WW II Pilot's Group. It is a four panel display of the group's members and the aircraft they flew, including Joe Rogers and his P-51. The generosity of the WW II Pilot's Group is really appreciated.

### Smooth Landings

**Dave**



**HELP WANTED**

The Pacific Coast Air Museum needs your help

I. The museum is in need of the following items:

Two (2) Desktop computers with Windows XP

One (1) Laptop computer with Windows XP and wireless card.

Two (2) Flat screen monitors

One (1) Good quality paper shredder,(8 sheet capability or more)

If you or anyone you know has the ability to donate any of these items (tax deductible to the extent permitted by law), please contact the Executive Director Dave Pinsky, (707) 575-7900, or by e-mail at

**[director@pacificcoastairmuseum.org](mailto:director@pacificcoastairmuseum.org)**

As you know, if you hang around the Pacific Coast Air Museum much, you have noticed that we are “bursting at the seams”. We just do not have any more space.

Sooooo, first, if you have any “Stuff” stored at the museum, in the hangars, or anywhere else around our fine facilities, please go through it in the next month and get rid of as much as possible. If you don’t, we are going to go through and it’s all going to the recycler, the dump, or who knows where.

Second, please do not accept nor bring items to the Air Museum for storage or for display, without first checking with Mary Jane Brown, Jim Cook, or Dave Pinsky. That includes bringing “stuff” to hangars. Folks, we are just out of space and well meaning people keep bringing out more and more stuff. **AND**, if any of you want to volunteer to go through it, organize it, and “honcho” a Hangar Sale, your Air Museum staff will love you and lavish you with free water, coffee and a donut on a Tuesday or Thursday.

Thanks to everyone for your cooperation... we really do need your help!  
Dave.



CAN YOU NAME THESE AIRCRAFT?

Answers are on page # 10



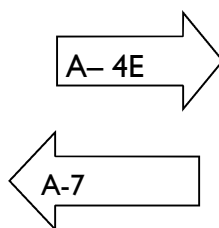
## FEBRUARY GUEST SPEAKER

*This Short Biography Provided by Chuck Root*

### **Henry Criggler “Flying an A7 in a Low Threat Environment”**

*Henry flew an A-7E Attack Bomber off the USS Constellation during 1971 and 1972. Prior to that, he was on the USS America on a round the world cruise that lasted 11 months. He will talk about his experience flying the A-7E over Vietnam.*

*“After flight school at Kingsville, Texas with a designation as a Naval Aviator, I was ordered to A-7 transition at NAS Lemoore here in California. Of course I hoped to train in F-8’s or as a second choice the F-4... primarily because both made fire and looked cool. As it turned out, no carrier based aircraft had a better mission during Vietnam than Light Attack A-7s and A-4s.*



*I joined VA-147 at Lemoore and transitioned with the squadron to the A-7E. The E model was the first US tactical jet with HUD, a fan engine and the first Navy jet with the GE Mk 60 cannon. More notably, the A-7E had an integrated weapons system with an INS borrowed from the submarine service. I flew missions until January of 1972 when I was released from active duty. I took an Overseas Release and traveled for about a year, going around the world the other direction this time to regain the day I had lost a few years back.*

*I returned to California and joined VA-303 flying the A-7A out of Alameda. This is my idea of aviation heaven...flying a taxpayer funded jet from the most beautiful setting imaginable and only pretending to be in the Navy. I kept this up until I was promoted out of the cockpit..And that was essentially the end of my aviation experience”.*



## FEBRUARY MEMBER OF THE MONTH NORMA NATION

by Linda Wright

I found our latest recipient of the Member of the Month honor hard at work; where else? At the Pacific Coast Air Museum. Ms. Norma Nation was chosen by Mr. and Mrs. Collins because they know how dedicated Norma is to her job. Norma heads up the Volunteer Program and is the “go to” gal for some 300 plus volunteers. Norma has been a member for three years and found herself deeply ensconced with organizing a data base naming all of our volunteers including the tasks they most enjoy doing. That was about the same time that Bill Carpentier nominated her for the job.

Norma Nation has been somewhat of a fixture at the airport for many years. As some of you will remember Nation’s Flight Service began in an old WWII building on the airport. Norma shared with me many wonderful memories of her dad and his quick work going from a novice to checking out as an instructor, multi-engine and ATR all within one year. Norma states, “my dad started his business then with 2 Air Coupes, a coffee pot and a pool table. I was his gal Friday”. Norma has two sisters but as the oldest she was named after her dad. Norm taught Norma to fly in 1968 and over the course of time many of our familiar faces today will tell you that they too learned from Norm. Norma and her dad built a substantial business, offering not just flight instruction but charters, sales and one of the first multiengine dealerships in Northern California. Norma will tell you with a giggle that she’ll take all the credit for our board member Guy Smith’s brother, Walt’s success in aviation. Walt went from working as Norm Nation’s gas boy to one of our nation’s honored Generals.

Today, Norma has her own business; Nations Promotions. She handles and distributes anything that has to do with a logo and works closely with PCAM’s Bob Conz and Jim Cook on T-Shirts and our new Challenge Coin. My visit with Norma uncovered an interesting little fact about our lady of the month. In 1980 Norma lived and worked in Israel for three years. She goes back every year to participate in the Christian embassy tours program. Did you know that in Israel you will find folks from 120 plus countries and yet you are acknowledged not by your race or color but by your religion. This country is similar in size to Rhode Island and yet you will find everything from basking on the beach and scuba diving to world class snow skiing. It is an illusion that this country is shrouded in constant negativism. This is one of Europe’s playgrounds and I thought it worthy to shed a positive light on. Religion is taking quite a beating lately and perhaps it is possible to learn from this small country that embraces Islam, Judaism and Christianity with the openness of love thy neighbor.

Finally; I would be remiss if I did not send out KUDOS to Mr. John Palmer. The Collins’ wanted to make sure that everyone knew what a fantastic job he did which allowed them to take over the duties coordinating the snack table at all of our meetings. Thank you all for your genuine love and dedication to our fledging and humble museum.

## PRESENTING A NEW FEATURE OF YOUR NEWSLETTER THE HISTORY OF THE AIRCRAFT AT PACIFIC COAST AIR MUSEUM

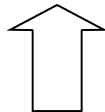
I am starting with this month's "Climb Aboard " Aircraft The Grumman HU-16.

The versatile "Albatross" amphibian was designed to meet a Navy requirement for a utility aircraft which could operate from land or water, and with skis, from snow and ice. The prototype first flew on October 24, 1947 and soon after the USAF ordered a quantity for air-sea rescue duties as SA-16As. (In 1962 the USAF designation was changed to HU-16.) Grumman delivered 297 A models to the USAF; most were assigned to the Air Rescue Service.

In 1955, Grumman developed an improved version with a 16 1/2 foot increase in wingspan and larger aileron and tail surfaces. Beginning in 1957, many A models were converted to the B configuration with these improvements.

The Albatross is best known as a rescue aircraft. During the Korean War, Albatrosses rescued almost 1,000 United Nations personnel from coastal waters and rivers, often behind enemy lines. They also made numerous dramatic and hazardous rescues in Southeast Asia, on occasion racing many miles over rough, open water when unable to take off.

The picture below is of one of the last operational USAF Albatrosses. It established a world altitude record for twin-engine amphibians when it reached 32,883 feet on July 4, 1973. Two weeks later, it was flown to the USAF Museum.



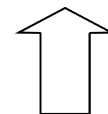
U.S.A.F. HU-16B

### Specifications

Span: 96 Ft. 8 In.

Length: 62 Ft. 10 In.

Height: 25 Ft. 10. In



Pacific Coast Air Museum HU-16E

### Performance

Max. Speed: 250 mph

Cruising speed: 165 mph

Range 1,650 miles

Article and USAF photo courtesy of USAF Museum



**The following was provided by Taylor Page, a current member of the Museum and even though the Christmas holidays are behind us, I thought we all would appreciate the poem.**

'Twas the night before Christmas, and out on the ramp, Not an airplane was stirring, not even a Champ.  
The aircraft were fastened to tie downs with care, In hopes that come morning, they all would be there.  
The fuel trucks were nestled all snug in their spots, with gusts from 240 at 39 knots.  
I slumped at the fuel desk, now finally caught up, and settled down comfortably resting my butt.  
When the radio lit up with noise and with chatter, I turned up the scanner to see what was the matter.  
A voice clearly heard over static and snow, called for clearance to land at the airport below.  
He barked his transmission so lively and quick, I'd have sworn that the call sign he used was "St. Nick".  
I ran to the panel to turn up the lights, the better to welcome this magical flight.  
He called his position, no room for denial, "St. Nicholas One, turning left onto final".  
And what to my wondering eyes should appear, but a Rutan-built sleigh, with eight Rotax Reindeer.  
With vectors to final, down the glide slope he came, As he passed all fixes, he called them by name.  
"Now Ringo, Now Tolga, Now Trini and Bacun! On comet I On Cupid!" What pills was he taken?  
While controllers were sittin' and scratchin' their head, they phoned to my office, and I heard it with dread,  
The message they left was both urgent and dour; "When Santa pulls in, have him please call the tower".  
He landed like silk, with the sled runners sparking, then I heard "Left at Charlie," and "Taxi to parking".  
He slowed to a taxi, turned off of three-oh, and stopped on the ramp with a "Ho, Ho, Ho, Ho."  
He stepped out of the sleigh, but before he could talk, I ran out to meet him with my best set of chocks.  
His red helmet and goggles were covered with frost and his beard was all blackened from Reindeer exhaust.  
His breath smelled like peppermint, gone slightly stale, and he puffed a pipe, but he didn't inhale.  
His cheeks were all rosy and jiggled like jelly, his boots were as black as a crop duster's belly.  
He was chubby and plump, in his suit of bright red, and he asked me to "fill it, with hundred low-lead"  
He came dashing in from the snow covered pump, and I knew he was anxious for drainin' the sump.  
I spoke not a word, but went straight to my work, and I filled up the sleigh, but I spilled like a jerk.  
He came out of the restroom, and sighed in relief, then he picked up a phone for a Flight Service brief.  
And I thought as he silently scribed in his log, these reindeer could land in an eighth-mile fog.  
He completed his pre-flight, from the front to the rear, then he put on his headset and I heard him yell, "Clear"  
And laying a finger on his push- to- talk, he called up the tower for clearance and squawk.  
"Take taxiway Charlie, for the southbound direction, turn right three-two-zero at pilot's discretion."  
He sped down the runway, the best of the best, "Your traffic's a Grumman, inbound from the west"  
Then I heard him proclaim, as he climbed through the night, "Merry Christmas to all!!! I have traffic in sight."

## Pacific Coast Air Museum Flight Foundation Update

The Pacific Coast Air Museum Foundation is an adjunct organization to the Pacific Coast Air Museum. Its mission is to maintain, safely operate and display flight worthy aircraft in support of the Museum. It was formed in 2002 with authorization of the Board of Directors of the Pacific Coast Air Museum.

At this time the Foundation has two flight worthy aircraft. The first is our recently acquired C-45 (Beech 18) This aircraft has been based at Santa Rosa for some time and owned and flown by Don Bayley. He has agreed to stay on as the Foundation's Chief Pilot for a short period of time. Don Doherty, who had C-45 time while flying in the Marine Corps, and Lynn Hunt are being qualified and will be our additional pilots. The plane has 4 or 5 seats plus the pilot and we intend to take it to West Coast area museums and air shows. It will also be available for short trips, local sight seeing and general logistical support for the museum.

Our second aircraft is the French Fouga Magister jet trainer. This aircraft was donated to the Foundation last December and was actively flying out of Sonoma County Airport up to that time. We intend to keep the Fouga in flying condition but feel that with the cost of liability insurance and jet fuel, it is not financially feasible for us to fly it at this time. We certainly plan to do so in the future.

The third aircraft that will be operated by the Foundation is the Museum's T-28C. This aircraft is currently being restored to flight worthy condition by the Pacific Coast Air Museum's restoration team lead by Bryan Lee. When completed, we are looking forward to it entering the Foundation's flying inventory.

Since these aircraft are all in flying condition, they will, as often as possible, be kept in hangars. They will be displayed at the Museum when it is open and weather permits and when crews are available to move the aircraft. Of course, a special effort will be made to get them out for all Climb Aboard weekends.

If anyone would like further information, please give me a call at (707)-696-6244 or Don at (707)-328-8795 anytime.

Bill Canavan  
President  
PCAM Flight Foundation

Answers for page # 5  
OV-10 "Bronco"  
Sopwith "Camel"

## Pacific Coast Air Museum's First Aircraft Has a Great History

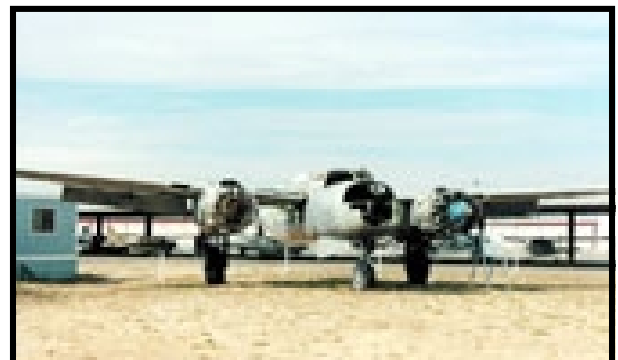
### The A-26 COUNTER INVADER

The Douglas XA-26 prototype first flew July 10, 1942, and the company began delivering the production model A-26B in August 1943. Douglas Invaders began arriving in England in September 1944 for assignment to the 9th Air Force and entered combat two months later on Nov. 19. Invaders appeared in the Pacific Theater in January 1945 and proved to be highly effective during the remaining months of the war. It proved to be one of the finest aircraft developed in World War II.

The A-26B met the need for a fast attack aircraft with an initial top speed of 355 mph. Its offensive armament consisted of six nose guns, four blister mounted guns on the fuselage sides and eight guns in four optional, underwing pods. Armament totaled 22 guns and 6,000 round of ammunition plus an internal bomb load of 4,000 pounds. On missions up to 1,100 miles, an additional 2,000 pounds of bombs could be carried on hardpoints under the wings. Another option consisted of eight rockets and 165-gallon drop tanks to extend the range by 300 miles or eight more rockets in lieu of the drop tanks on short missions. The three-man crew consisted of a pilot and navigator/radioman in the cockpit and a gunner in the top turret. The A-26C medium bomber variant had a glassed-in nose and only six guns - two in the nose and two in each turret. Top speed increased to 370 mph and a co-pilot/bombardier became the fourth crewman.

In 1962, President Kennedy ordered the Air Force to assist the South Vietnamese in resisting North Vietnamese aggression. A detachment of air commandos from Hurlburt Field, code name FARMGATE, deployed in November to Bien Hoa to train Vietnamese Air Force personnel in offensive air operations. The aircraft selected for this mission were four RB-26s, four SC-47s and eight T-28s. The B-26 formerly A-26, and the C-46, C-47 and P-51 were to participate in their third war.

Because a suitable replacement wasn't expect for three to five years, the Air Force, in 1963, modified the B-26. Included were anti-skid brakes, new engines with water injection, new reversing propellers, modified wing flaps, wing tip tanks, external pylons for 4,000 pounds of stores on each wing, stringer wings, a larger rudder and interchangeable glass or eight gun noses. Three years later, in 1966, the Air Force redesignated the B-26K as the A-26A, which is the model in the Air Park. This aircraft, the last A-26 in the Air Force inventory, came to Hurlburt Field, when it returned from Southeast Asia. United States Congressman Robert Sikes participated in the July 4, 1970 dedication to all who flew and serviced A-26s. The B-26/A-26 utilized by air commandos in their counterinsurgency operations came to Hurlburt Field as part of the reactivation of the force in 1961. Hurlburt's last two B-26s flew to Davis-Monthan Air Force Base, Ariz., June 2, 1964 to the Air Force storage facility known as the Bone yard. However, other B-26s soon replaced them at Hurlburt when the 1st Air Commando Wing reorganized Oct. 1, 1964. After five more years of service, they flew into final retirement at the Bone yard Oct. 23, 1969 - 25 years after they first entered combat in World War II.



## **REMEMBER THESE DATES**

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

**February 18th @ 11:00 AM — New Member Orientation.**

**Learn the ins and outs of your air museum's operations and programs.**

**February 18th & 19th @ 10:00 to 400 PM — Climb Aboard Weekend featuring our HU-16 Albatross.**

**February 14th, 12:00 Noon — Executive Director's Staff Meeting at the Air Museum.**

**February 15th @7:00 PM — Member Meeting at the Sonoma County Office of Education (SCOE).**

**PACIFIC COAST AIR MUSEUM**

**2230 Becker Blvd.**

**Santa Rosa, CA 95403**