



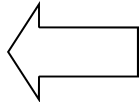
STRAIGHT SCOOP

Volume XIII Number 1, January 2007

PACIFIC COAST AIR MUSEUM

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

This Years Honors Go To:

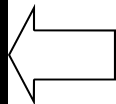
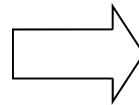


Ron Stout

“Keeping us Together “ Award

Judy Knaute

Volunteer of the Year Award &
December Member of the Month

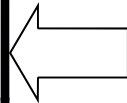
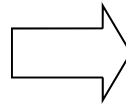


Jim Cook

“Life Member “ Award

Jim Long

Receives his Hot Dog Cooker &
Is Honored for Two Years of
Service as President

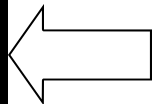


Civil Air Patrol

Thanks for Air Show Assistance

Sea Cadets

Thanks for Air Show Assistance



Boy Scouts

Thanks for Air Show Assistance

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:

Chris Tart, Editor
1064 Maple Drive
Windsor, Ca 95492
707-836-9226
sctartusaf@yahoo.com

Membership Renewals: \$30 per year individual; \$45 per year for families. Send renewals to the museum at the address below.

Address Corrections: Please send to:
Pacific Coast Air Museum
2230 Becker Boulevard
Santa Rosa, Ca 95403

Board of Directors

President : Jim Long 707 575-1653

Vice-President/President Elect:

Guy Smith 707 829-1370

Secretary : Steve Kwok 707 576-0829

Garry Beverlin 707 576-0350

Don Doherty 707 576-8199

Larry Rengstorf 707 575-0331

Bob Archibald 707 575-8750

Paul Heck 707 538-2200

Mike Voorhees 707 544-2181

Valuable Assets

Executive Director

Dave Pinsky 707 575-7900

Membership Chair

Kathy Kumpula 707 544-4311

Membership Records

Bob Eldredge 707 575-7900

Treasurer & Chief Financial Officer:

Judy Knaute 707 545-7447

Fundraising Coordinator:

Roger Olson 707 396-3425

Web Administrator

Cynthia Fürst 707 836-9602

Publicity Coordinator:

Doug Clay 925 736-7962

Guest Speaker Coordinator:

Chuck Root 707 576-1313

Tour Coordinator:

Allan Morgan 707 431-2856

Air Show Coordinator:

Steve Hoxie 707 824-1122

Master Crew Chief

Jim Cook 707 575-6944

Volunteer Coordinators:

Norma Nation 707 525-9845

Ben Snow 707 544-8558

Cindy Bertino 707 544-8558

Gift Shop:

Bob Conz 707 575-7900

Special Events Coordinator

Linda Wright 707-484-2380

Help Wanted - - Air Show 2007, August 18-19, 2007

The 2007 Air Show is just around the corner (yep, we're already planning for it). We have a commitment from the C-17 crew that they are coming back, and we're lining up some terrific new civilian performers and military aircraft. Our Air Show Committee has been meeting and recently attended the International Air Show Council Conference. One of the things they stressed to us was getting volunteers lined up early. We need several department heads, section heads and several hundred top notch volunteers. If you sign up now and tell us what job you'd like to do, you'll probably get that job. If you wait till the week before the Air Show, that job may be filled. What are the benefits of being an Air Show volunteer? For one, you get to park without hassle. You get to see the show free. We feed you lunch and you will be invited to a volunteer BBQ or Pasta Feed Saturday evening. As a volunteer you can get a special tour of the C-17. Most importantly, you'll be with a terrific group of folks and providing an extremely valuable service to the Pacific Coast Air Museum.

What kinds of jobs do we have available? Right now, most everything. We could really use a Volunteer Recruiter who, with last year's data base, could start recruiting volunteers for the 2007 show. We need folks in security, emergency response, ticket sales, front gate, beverage sales, ice cream sales, C-17 tours, recycling program, etc, etc. We'd love to have you join the great Air Show volunteer crew and come back every year. Many good Air Shows like ours have the same group eagerly coming back year after year. We'd love for that to happen with our "Wings Over Wine Country" Air Show.

Send an e-mail to director@pacificcoastairmuseum.org, or call [Dave Pinsky](#), [Steve Hoxie](#) or [Linda Wright](#) at the museum, 707-575-7900 to ask questions, sign up or let us know what you are interested in helping with.

Special Notice

January speakers will be a double dose of Naval Aviation in the Republic of Vietnam

The presenters will be Major Dennis A. Caponigro, USMC Retired, and Gordon Evans, a Marine Corps pilot who also served in Vietnam. They will share their stories with us about the air war in Viet Nam. This should keep you on the edge of your seats.

**Your 2007 Membership dues are due and payable on
January 1, 2007**

**If you haven't already done so, send your check to
Pacific Coast Air Museum today**

Executive Director's Update

What a terrific year 2006 was for our Pacific Coast Air Museum. Of all the many accomplishments we achieved last year, several stand out in my mind:

- One, looking outside on many Tuesdays and Thursdays and seeing dozens of schoolchildren enthralled, learning about aviation and totally enjoying themselves.
- Another occurred during our Santa Fly-In when so many parents sincerely thanked me for doing the Santa Fly-In, and then a day later when I received these comments by e-mail. "My brother was going thru the Museum Gift Shop on Saturday on his way out to the Santa arrival and overheard a young boy about 6-7 years old look up at his dad and he said..."Dad, I just LOVE this place".
- This year's "Wings Over Wine Country" Air Show which many think was the best Air Show we've ever had.
- The aircraft crew chiefs and crews who did one amazing job this year of bringing in new aircraft and making the ones in our collection look better than ever.
- Bob Conz, Duane Coppock, Bob Eldredge and Mike George who do so much in the Admin Office and Gift Shop and make me look better than I really am.
- Finally, the docents and volunteers who work at the museum Tuesdays, Thursdays, Saturdays and Sundays—you are often the face and voice of our great museum, you do a great job and it is sincerely appreciated.

My hat is off to all the volunteers involved in the museum—you this is what it is all about!!!!

The December 20th Holiday Member Meeting was a great one. Standing room only, terrific holiday cheer, some of the best pot luck food dishes I've ever tasted, a host of wonderful awards and thanks to deserving folks and a chance for all of us to thank [Jimmy Long](#) for tremendous job he did during his two terms as President. Don't worry, I'm not letting him go far away!! Richly deserved thanks to [Steve Kwok](#) for his three years of service on the Board. Steve was instrumental in so many things—the East Patio, planning for our new home, Board Secretary, fund raising planning and much more. He'll be missed, but he's another I'm not letting go far.

Hearty congratulations to [Don Doherty](#), [Norma Nation](#) and [Larry Rengstorf](#) who were elected to fill seats on our Board of Directors. We have a great Board that tends to the business and policy end of the museum and I'm looking forward to working with Don, Norma, Larry and the returning Board Members in the coming year.

At our holiday meeting we honored some very special folks:

First, Jim Long, Barney Hagen and I had the distinct pleasure of giving out Volunteer Hour Pins to our richly deserving volunteers. Congratulations and thanks for your service!

[Judy Knaute](#) was not only the Member of the Month for December, but was presented the annual award as "Volunteer of the Year". Both awards are richly deserved by this wonderful woman who donates hundreds of hours of her time making sure our financial house is in order.

[Ron Stout](#) was the recipient of [Jim Cook's](#) "Keeping Us Together" Award. Ron's dedication is legend around the Pacific Coast Air Museum. He not only puts in tons of hours, but brings new volunteers to the museum, gives many an opportunity to participate in our projects, works his rear off and sets an example for us all.

[Jim Long](#) received his long dreamed of Hot Dog Machine from the Master Crew Chief, Crew Chiefs and crews. For as long as I have known Jim, he has wanted to cook hot dogs for the crews on Saturdays. Now he can do just that, a few at a time.

[Jim Cook](#) was the recipient of a very special award, the President's "Life Member Award" for his outstanding contributions over a sustained period, his enthusiasm, his leadership and the example he sets for all. Well done!

As you list accomplishments, events, people and memorable things that happen during the year, you worry that you leave out deserving people. If I have, I apologize. Everyone I've run into at our wonderful museum is amazing to me and I want to thank all of you for everything that you do—it is really , really appreciated.

So, looking forward to 2007...what's in the crystal ball?

- I think we already have the makings of an Air Show better than 2006. [Steve Hoxie](#), [Barney Hagen](#), [Linda Wright](#), [Roger Olson](#) and I are working on lining up some things that I think you will really like and enjoy.
- We are working with the Airport Manager, County staff and the County Board of Supervisors to get approval to lease the land known as the "Sheriff's Garden" for our new museum. We have a long way to go, but if we are able to lease this prime piece of land on Airport Boulevard at the main entrance to the
- airport, our new museum will be the gateway to the Charles M. Schulz-Sonoma County Airport. So wish us luck and we will keep you informed.

Finally, I want to thank everyone for the terrific support I have received as your Executive Director. With your help and hard work we've accomplished a very great deal in 2006; and, because of you and our Pacific Coast Air Museum, it has been the most satisfying and rewarding year in memory for me. Many thanks.

Happy New Year and here's to a great 2007 for our Pacific Coast Air Museum!

Dave

Santa Claus Arrives at Pacific Coast Air Museum

Santa arrived at PCAM exactly on time Saturday, December 16th at 11:00am, courtesy of REACH. A large and cheerful crowd was on hand to greet the jolly man in the red suit. He was enthusiastically greeted by all. Santa's arrival was preceded by the opening of the clouds and bright sunshine which made it a wonderful event for all.





Can you name the aircraft in these pictures?
Answers at bottom of page # 9



James Ashley Gardner

James Ashley Gardner, long time crew member on Lloyd Hamilton's Sea Fury Crew passed away on 7 Dec 2006, at age 77. Jim started with Lloyd in the early 70's and was on the crew until Furius was sold a few years ago. Jim started working on the stock Fury and then went on to help build Furius, and performed most of the engine work on the R-4360's. Jim is remembered as working on the engine, in his bright Red coveralls at Reno for many years. Always with a smile, and always eager to help. He was a Private pilot, and owned many different planes during that time, including - Baby Ace homebuilt, Bellanca 1419, Cessna 182, French Broussard, Cherokee 140, and was finishing rebuilding a Yak 18. Jim was retired from State of California- Cal Trans, where he was a Superintendent in the Road department. Jim was also one of the original members of the Golden Gate Chapter of National Air Racing Group, better known as NAG. A founding member of the Pacific Coast Air Museum, and a long time member of Experimental Aircraft Association - National and the local EAA Chapter 124 at Sonoma County Airport.



An Airman's Blessing

May the winds be calm and the weather fair and may you fly through the air with never a care. For the clouds will float away and the heavens will smile, as you lead your weary craft down the last misty mile.

Blue Skies Forever, Jim

Logging Volunteer Hours (New Procedure)

The logging of Volunteer Hours is very, very important for the Pacific Coast Air Museum. Not only does it afford us the opportunity to recognize our volunteers for their efforts at the December Member Meeting with the award of hour pins, it documents for donors, sponsors and grantmakers how many hours are volunteered and the value of those hours.

The on-line electronic volunteer hour log has not worked very well. First, very few folks use it. Worse yet, a bunch of hackers have created software that finds web-based forms and fills them out with bogus information. The log is not “secure” even though there is an ID and Password. We had to delete 20,000 bogus records in December of 2006.

Starting January 1, 2007, we are simplifying the manner in which all of our volunteers can log their hours. It's easy — the primary way is to log your hours each month in the Volunteer Log in the shop at the museum. You don't have to do it every day—once a month is just fine, as long as the total hours are accurate.

A back-up method is to send us an e-mail at the museum with your name and hours for that month or just leave us a note in the Admin. Office. We'll get it into the log and the data base. You can FAX it to us too.

So, effective January 1st ; **The on-line volunteer hour log system will be taken off the web site and will no longer be active.**

You can log your volunteer hours easily:

1. Use the Volunteer Log Book in the shop
2. Send an e-mail to the museum (director@pacificcoastairmuseum.org)
3. Drop off a note with your name, month and hours at the museum office.
4. FAX your name, month and hours to us at 454-2813.

Many thanks to [Bob Eldredge](#), [Mike George](#) and [Cynthia Furst](#) for the many hours of work they have each put into volunteer hour recording system

Dave

Page 7 Answer:

The XB-70A & EB-66E

Do You Like To Read?

The following is a new feature of our newsletter about the library at your museum.

It is prepared by Ray Smith

1. A paperback: "DAWN OVER KITTY HAWK" The novel of the Wright Brothers by Walter J. Boyne. A look at the beginnings of powered flight with all it's trials and tribulations. A great read.
2. "THE LORE OF FLIGHT" by Tre Tryckare. If you would like to see how the Wrights warped their wings and other flight controls, read this book.
3. "GREAT MOMENTS IN AVIATION" by M.J.H. Taylor. It has a caption for the Langley Aerodrome, the airplane that crashed on two occasions and did not have any control for roll, pitch or yaw. The caption reads: "The first airplane capable of sustained flight". (Models of the plane without pilot or engine did glide good distances when the air was extremely calm)

The Pacific Coast Air Museum has an extensive collection of VCR Aviation tapes available for loan to members.

For those that view videos from the internet;

NOVA: Wright Brothers Flying Machine.

<http://video.google.com/videoplay?docid=5285628094731189811&q=wright+NOVA&hl=en>

[The Challenge of rebuilding the Wright Brothers Flying machine](#)

Jim Long and **Duane Coppock** are both recovering nicely from their recent surgeries. Both asked me to thank everyone for their calls, visits and support. Jim was at the December Member Meeting, pretty admirable so soon after surgery. Duane recently paid the museum staff and volunteers a visit for lunch; he looks great and is doing fine— just has to take it slow for a while.

Dave



The S-2 Tracker (originally the S-2A), our newest acquisition, was the first aircraft designed from the start to operate from the U.S. Navy's new generation of anti-submarine warfare carriers. These aircraft would have the difficult task of locating and destroying enemy submarines that were outside of land-based patrol aircraft. The new design did not have to rely on speed. It just needed long endurance and the capacity to carry a wide variety of detection gear and weapons. The new design would also replace the wildly inefficient hunter/killer concept that utilized two Grumman AF-2 Guardians, in which one was equipped with detection gear to "hunt" the sub, while the other was fitted with the weapons to "kill" the enemy vessel.

The demand for such an aircraft was such that both prototypes and production aircraft were ordered at the same time. On June 30, 1950, the Navy placed orders with Grumman for two XS2F-1's and 15 S2F-1 production aircraft. With the Korean War and the fear of the "Red Menace," work rapidly proceeded and the prototype took to the air from the Bethpage, N.Y. factory for the first time on December 4, 1952 and flight testing soon revealed that the Navy and Grumman definitely had a winner. Although relatively small in size, this fully armed aircraft utilized superior electronics, including a search radar, a retractable magnetic anomaly detector (MAD) mounted in the belly of the aircraft, an instantaneous electronic countermeasure direction finder (ECM), acoustic search equipment and a very large searchlight that was mounted on the right wing of the aircraft. Weapons included bombs, mines, torpedoes and rockets.

The first squadron to convert to the Tracker was VS-26 in February of 1954. As aircraft deliveries increased, by 1958 the Navy was able to field two 20-plane VS squadrons which operated in conjunction with a helicopter squadron from each of the Essex-class carriers (CVS) that had been converted for specialized ASW operations. As a carrier aircraft, the design included the provision of folding wings. Flaps, slots and spoilers provided the S-2 Tracker with a short take-off and landing roll. A large rudder allowed the S-2 Tracker to fly on one engine.

The design was such a success and Grumman would produce 755 S2F-1's along with 60 S2F-2's that had a larger bomb bay to accommodate torpedoes and nuclear weapons. The type also enjoyed success with America's allies and Canada would license-built 100 examples, while Japan purchased 60 S2F-1's. Twenty-six would go to The Netherlands and Italy would get two dozen. Brazil would purchase 13 for operations from their carrier. Used examples were also sold to the nations of Uruguay, Thailand, Taiwan and Argentina. Once in service, many aircraft were adapted to specialized roles while Grumman went on to utilize the basic design for the C-1A Trader COD (Carrier Onboard Delivery) aircraft and the E-1A Tracer utilized for early warning platform.

Affectionately known as the "Stoof," (S-TWO-F) the success of the type was such that the Navy and Grumman planned a second generation aircraft in 1957 and the new aircraft would originally be designated S2F-3 before standardizing on S-2D in 1962. Capable of carrying more sonobuoys, nuclear depth charges and more advanced detection gear, the first example flew on May 21, 1959. Further upgrades resulted in the S-2E which had a new computerized tactical navigation system and other improvements.

Grumman would deliver 100 S-2D's and 228 S-2E's for the Navy along with a further 14 for the Royal Australian Navy. Modifications and upgrades to earlier airframes resulted in the S-2G and S-2E. The final Fleet S-2G's were withdrawn from service on August 30, 1976 when VS-37 began to transition to the new Lockheed S-3 Viking, an all jet powered aircraft. The C-1 Trader and E-1 Tracer were also replaced by the C-2 Greyhound and E-2 Hawkeye respectively. As the S-2 Trackers were being phased out by the U.S. Navy, the California Division of Forestry and Fire Protection adopted several of these retired surplus aircraft from the U.S. Government. These aircraft are still in use today and their life is being further extended with the retrofitting of Garrett turboprops. In fact, some of these "Stoofs" have seen longer service with the CDFFP than in military service. Foreign countries are still utilizing the S-2 Tracker in both military and civilian roles.



Visit Pacific Coast Air Museum

January 20-21st

“Climb Aboard”

F-4 Blue Angels Cockpit

10:00 am-4:00 pm

REMEMBER THESE DATES

January 3rd @ 8:30 am—Board of Director’s Meeting at the Air Museum.

January 16th @ 12:00 Noon—Executive Director’s Staff Meeting at the Air Museum.

January 17th @ 7:00 pm— Member Meeting at the S.C.O.E.

January 20th @ 11:00 am—New Member Orientation.

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

PACIFIC COAST AIR MUSEUM

2230 Becker Blvd.

Santa Rosa, Ca 95403