



# STRAIGHT SCOOP

Volume XV Number 7 July 2009

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

*Wings Over  
Wine Country*

**AIRSHOW** 09



**August 15 & 16**

at the

**Charles M. Schulz - Sonoma County Airport  
Santa Rosa, CA**

***Performer and P-38 Reception—Friday, August 14th, 2009***

- At the new Kaiser Air—Santa Rosa Jet Center hangar
- Friday, August 14th, 6:00pm—8:30pm
- Meet and mingle with the Air Show performers
- See the performer's aircraft, a P-38 "Lightning" and a P-40 "Warhawk" up close
- Silent auction of three beautiful aviation paintings, including a P-38
- Have your picture taken with a performer in front of their aircraft or in front of the P-38
- Beverages and hors d'oeuvres included with your ticket purchase
- Free parking
- Tickets are \$40 per person
- Sponsor a performer for \$20
- Tickets available at the Pacific Coast Air Museum, Kaiser Air - Santa Rosa Jet Center and both Sam's for Play restaurants in Santa Rosa

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

## 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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(Position vacant)



**August 15 & 16**

at the

**Charles M. Schulz - Sonoma County Airport  
Santa Rosa, CA**

### **President's Club— August 15th and 16th**

- The President's Club is an exclusive tent located along the Air Show flight line. As a member, you may enter the tent often as you wish; the following amenities are included in your one day membership:
- Free parking and admission to the Air Show
- Both shaded and sunny seating areas on the front line
- Continental breakfast and catered lunch, plus assorted snacks and desserts,
- Coffee, tea, water, soft drinks, beer and wine
- One day membership is \$125 if purchased by July 31st; after that date one day membership is \$150
- Access to the President's Club is limited to 100 people per day
- Purchase your tickets on the Air Show page at [www.pacificcoastairmuseum.org](http://www.pacificcoastairmuseum.org)

### **Chamber of Commerce "Chamberee"**

On the evening of Thursday, June 4, 2009, the Pacific Coast Air Museum hosted seven area Chambers of Commerce for a three hour mixer and social that was put together by [Roger Olson](#). This terrific event showcased our Air Museum, advertised our Air Show and the Air Show sponsor opportunities to hundreds of Chamber members.

Many thanks to the many museum volunteer staff members who worked the event and all the crew chiefs and crew members that had many of our aircraft open—Huey, H-34, T-37, A-4, IL-14, DC-6, A-28 and F-16.

Our museum shined and many Chamber members asked if we would host the function again next year.



**WW II Vet flies on B-24 again**

The Pacific Coast Air Museum partnered this year with the Collings Foundation to bring a WWII B-17, B-24 (one of only two left flying in the U.S.) and a P-51 Mustang to the Charles M. Schulz - Sonoma County Airport June 3, 4 and 5 for tours and flights.

In return for the Pacific Coast Air Museum support, the Collings Foundation donated a flight from Yolo County Airport to Santa Rosa on June 3rd as a raffle prize for the May Pacific Coast Air Museum member meeting. Not only was it the best attended meeting in years, we had the most successful raffle we've ever had.

Amongst the 250 raffle tickets sold, the only WWII vet who flew in B-24s was museum member [Al Pisenti](#). The second flight was won by member and master sign maker [Ray Smith](#).

We are not sure how this tremendous circumstance of serendipity occurred, but of all the raffle tickets sold, the winning ticket was Al's, the only B-24 crew member who purchased a raffle ticket.

Our Executive Director [Dave Pinsky](#) and his wife Betty flew Al and Ray to Davis in a Cessna 172 on Weds morning, June 3rd. Al is very spry 87 years old and told Dave he plays golf at least twice a week. Al climbed into the 172 far easier than Dave and Ray did.

Upon arrival at Yolo County when Al saw the B-24, he broke out in a wide smile. When asked how long it had been since he'd seen a B-24 and he said since 1945 - - 64 years!! Al flew 55 missions as a top turret gunner in WWII. When Dave asked him how he ever survived that, he replied "luck, sheer luck".

Al climbed in and all over the B-24, and the B-17.

When he landed back at Santa Rosa and climbed out of the B-24, still with that wide smile on his face, his granddaughter and three great grandchildren were there to greet him. It's doing things like this that make many of us glad we're associated with the Pacific Coast Air Museum.



### 2009 Shrimp Feed Fundraiser A Huge Success

The June 6th 4th Annual All You Can Eat Fundraiser, held at Finley Center, was a huge success. Despite initial slow ticket sales, over 200 people attended and the unanimous feedback is that this was the best Shrimp Feed we've ever had. The food (all of it -- Cajun shrimp, pasta with marina sauce, pasta with pesto sauce, Caesar salad and garlic bread) was absolutely wonderful thanks to [Maria Vieges](#) of Maria's Multi-Regional Cuisine. She and her crew did a fabulous job. Two serving tables meant no long lines and food was plentiful. And the atmosphere was light, cheerful and happy throughout the evening.

The raffle prizes were wonderful and helped raise a lot of money for the museum. Thanks to [Jim Long](#), [Steve Hoxie & Laurel](#), [Paul Heck](#), [Don Doherty](#), [Lynn Hunt](#) and [Dave Pinsky](#) for donating the terrific prizes for the raffle. A P-38 photo on canvas and a D-Day poster were auctioned, with bidding lively with the proceeds going to the museum.

Many thanks to [Kathy Kumpula](#) for chairing this terrific event, to [Allan Morgan](#) for setting up and staffing the bar, [Steve Hoxie & Laurel](#) for the beautiful decorations, [Tom Chauncy](#) for all his donations and hard work, [Duane Coppock](#) and [Robin Dotti](#) for running the raffle, [Ray Smith](#) for all the signs and to the many others I may have inadvertently forgotten who made this the best Shrimp Feed ever.

We plan to do it again next year, so mark Saturday, June 5, 2010, on your calendar.

Now, let's get ready for a great "Performer and P-38 Reception" on Friday evening, August 14, and our best "Wings Over Wine Country" Air Show ever on August 15 and 16.



#### The Pacific Coast Air Museum is pleased to welcome these new members

Jake Smith Family – Santa Rosa

Ted Morris Family – Santa Rosa

Gary Covert – Windsor

Donald & Dolores Walden, Sr. – Windsor

Bob Parker – Santa Rosa

Don Ricci – Santa Rosa

Dave Stephens Family – Santa Rosa

Diego Guerra – Windsor

The Plamann-Larsen Family – Windsor

The Nielsen Family – Santa Rosa

Fred & Joyce Stoke – Santa Rosa

Greg & Barbara Beedon – Santa Rosa

The Heflin Family – Windsor

The Koenig/Dillard Family - Cloverdale



### 2nd Aviation Summer Camp

The Pacific Coast Air Museum's 2nd Summer Aviation Program took place from June 8th through 19th. It enjoyed a good enrollment of eager Junior High and High School students. Conceived and led by our own [Allan Morgan](#), the curriculum had, among other topics, the principles of flight, hypoxia, density altitude and six guest speakers from all facets of aviation including an A&P.

The two week program culminated on Friday, June 19th with a trip to the tower followed by a graduation flight provided by our own pilot Paul Heck. A generous contribution from [Dr. Carl Wong](#), Sonoma County Superintendent of Schools, subsidized the cost of the flights.

Students and parents alike thoroughly enjoyed the course.

We'll be putting on our 3rd Annual Aviation Summer Camp next summer, so think about enrolling your children early, as this program is getting more popular each year.



### New Bridge and Gravel Walkway in Aircraft Display Area

Thanks to the design work and leadership of [John Rutigliano](#), donation of the wood by [Burgess Lumber](#) and the hard work of Roger and [Allan Olson](#), here are some photos of the new bridge over the drainage at the museum. The walkway was put in in mid-June and we will tell you about that and all the folks that did it next month. Great work on the bridge John, Roger and Allan! Thanks!



### Museum Library

As many of you know, we are literally "swimming" in books, thanks to the many who have and continue to donate books to the Pacific Coast Air Museum. Some mornings we arrive at the museum to find boxes of books left at the Gift Shop door.

Our library is full, our storage units have boxes of books, and some volunteers even have books stored at their homes. And, we have noticed that our library gets **very little** use.

At our monthly staff meeting in June we discussed the situation and ways to:

- 1 - Get wider uses of our library and book collection
- 2 - Resolve the problem of having too many books with more coming in every week

The only decision made, and it was unanimous, was to temporarily stop accepting book donations. We can no longer properly store or display them. It is just not fair to the donors to put them in a storage locker and have them sit there for years or, perhaps, forever.

Then there is the problem of what to do with all the books we currently have in storage, and of the little-used library. We discussed everything from leaving things as they are, to reducing the size of the library, and other options. But, we have made no decision about the continued existence of the library. We will discuss it again at our July staff meeting.

We are talking with the Sonoma County Library Historical Division to see if placing some of our collection in their library might expose our books to a wider audience who might use them more than they are being used now.

We welcome input from the membership. Please send Dave an e-mail, call him or stop by the Admin Office at the museum and share your ideas.

### The "Ultimate Interceptor"

Many thought the F-106 the "Ultimate Interceptor". It was regarded by many as the class of the Century Series U.S. Air Force fighters. Those lucky enough to fly the F-106 (including our own [Joe Rogers](#), [Bob Archibald](#) and [Dave Pinsky](#)) considered it the finest fighter and best aircraft they ever flew. It's rare to find an F-106 pilot these days, but who ever thought we'd find three of them gathered in one place, at the Pacific Coast Air Museum's F-106. Between them, these three fighter pilots have 6,000 flying hours in the F-106, most of it flown one hour per sortie. On the left, our very own [Bob Archibald](#), owner of Dragonfly Aviation, in the center [Dick Stultz](#), Aerospace Museum of California, on the right our very own Executive Director, [Dave Pinsky](#). [Joe Rogers](#) was proud as he smiled down on this scene!



Pacific Coast Air Museum



(707)575-7500

### Our 48th FIS Gets a "Tazlanglian Devil"

Back when [Dave Pinsky](#) was flying F-106s with the 48th Fighter Interceptor Squadron out of Langley AFB, VA, they didn't have a squadron mascot. Then along came [Dick Stultz](#), another F-106 pilot who had gained some notoriety by painting the 87th FIS "Red Bull" on the nose gear door of any F-106 he came across (including Dave's while both were on alert duty in Alaska!). The guys decided that something needed to be painted on the 48th FIS F-106s and the famous **"Tazlanglian Devil"** was born. Dick is a renowned artist and sculptor who flew F-4s in Vietnam with Robin Olds and Chappie James, and has over 3,100 hours of F-106 time. Dick and his wife Sandi led the team that restored the beautiful F-106 at the Aerospace Museum of California in Sacramento. When Dick offered to come to the Pacific Coast Air Museum and paint the famous **"Tazlanglian Devil"** on our F-106, and to tell our June member meeting audience of his nose art capers, we readily accepted. And here are some photos of Dick at work and the finished product. Thanks Dick for some great nose art and a terrific presentation to our members.



### The D-21 is Here!

The long-awaited D-21 drone has arrived! As you can see in the photos, the Mach 4 D-21 Reconnaissance Drone was designed to launch from the back of the SR-71 (then called the A-12) and was later fitted to pylons on the B-52.

It is our first acquisition as a result of being certified by the National Museum of the United States Air Force. We will be one of only eight museums worldwide with a D-21 drone. We are fortunate to have museum member and former B-52/D-21 crew member [John Hazlett](#) as our D-21 crew chief.

The D-21 needs its "cocooning" removed, reassembly and some paint work. It will be put on display along with our SR-71 artifacts and will be a terrific addition to our museum.





**July Guest Speaker**

**Brien A. Seeley** M.D., Pacific Coast Air Museum member and President of CAFE Foundation is our July 15th guest speaker. His topic will be the NASA Challenge for Aviation. His CAFE Foundation web site is worth a visit. Please join us for what promises to be a cutting edge presentation.

[http://cafefoundation.org/v2/main\\_home.php](http://cafefoundation.org/v2/main_home.php)

In 1975 Brien devoted his two week vacation from training in eye surgery to earning his private pilot's certificate, and thus began a life-long passion for flying. He joined EAA, read and studied aerodynamics, and helped build two experimental aircraft. In 1981 Brien conceived the "CAFE Formula," a mathematical expression for aircraft efficiency. Along with **Dr. Larry Ford**, he founded the CAFE Foundation to host the very successful CAFE 400 races of the 1980's based on this formula.

Brien produced CAFE research in the areas of aircraft performance, flight test data analysis, engine cooling, electronic ignition, and local flow aero devices. With Ed Vetter he invented and analyzed the first EPGs (exhaust pressure graphs) for scientifically tuning aircraft exhaust systems. He also bought an older four-seater Mooney and modified it so extensively that its cruise speed increased by 36 mph.

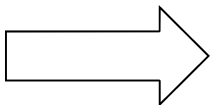
Brien has received several honors, including EAA National's President's Award and Sonoma County Medical Association's "Outstanding Contribution to Sonoma County Medicine in 2003." He has been the President of the UCSF Cordes Eye Society, and he has been the President of CAFE Foundation since its inception in 1981.

Recently, NASA Ames Research Center Chief Scientist, **Stephanie Langhoff**, invited Brien to join a select panel of NASA and industry experts at NASA's April 25, 26 workshop on making aviation greener. Bio-fuels, renewable energy and electric powered flight were main topics. Dr. Seeley presented the CAFE/NASA plans for a 2011 flight competition to stimulate these technologies.

**ARE YOU INTERESTED IN AVIATION HISTORY?**

Would you like to become involved in doing some aviation history research? Are you a "buff" when it comes to this fascinating study? Stand by for future "Straight Scoop" issues and watch for Jumpstart-H

The F-4C Phantom II



Climb Aboard this  
"War-bird" July 18th  
and 19th

## The Luck of the Draw *or My ride on a B-24 by Ray Smith*

I purchased my six tickets to the B-17 B-24 Ride raffle for \$20 from Robin after being assured "I'm only selling winning tickets." In that she was the only ticket seller, so she was both correct and truthful.

With my tickets in hand, I went to get myself a cup of coffee, where I butted into a conversation about the raffle with the smart ass statement "I'm going to win, somebody I know has sticky fingers". Which of course was greeted with smiles. I was very anxious when the first number was called, but it wasn't mine. I had wanted a ride on the B-17 because it was the more popular of the two bombers. Al Pisenti won and decided that he wanted to ride in the B-24 from Davis to Santa Rosa. Then the second number was called, then to my surprise, I had won. That night, I got to thinking, 'How will I ever explain that wise ass statement!'

Dave Pinsky offered to fly us over to Davis, and of course, both of us accepted on the spot. Al had flown 55 missions as the top gunner / radio operator, of a B-24 during World War II, in China. I had a tour guide of tour guides to be with for the B-24 ride. Dave, his wife Betty, Al and myself, had an uneventful quick trip to Yolo County Airport. I really shouldn't say uneventful. I had to make myself into a pretzel to get into the back seat. Dave had to give me a substantial push, you know where, to get me in. My departure from the plane was just as uniquely dignified. If you were watching, you would have ended up having to hold your side from laughing so hard. Betty was too busy putting earphones away to see the bailout event or she was just very polite. We arrived as scheduled at 12 noon, and checked in the Collings Foundation people. We were told to stand by for a departure at about 12:45. That gave us time for Al to tell us a little about the B-24 and China. Having to put fuel tanks in each bomb bay. Having to fly to India to get fuel to make bombing raids on Japanese Convoys in the Formosa Straits. I got on board to see the inside of the plane. I entered via the tail ladder and into the waist gunners area. While there, Dave took my picture at the left side waist gun. The plane had machine guns at all locations to show how they were placed and where the guns ammunition boxes were located. There are no panels to cover the waist gun openings so there is plenty of fresh air. Access to the ball turret was blocked off. With the twin tails the large rear turret has a 122° angle of action.

After examining the back of the plane I climbed down onto the bomb bay catwalk. I soon discovered that the plane was designed for 18 to 30 year olds in good shape. Not for a eighty year old, out of shape, with a gut. The catwalk is about 8 inches wide and while the bomb racks tilt in, over the bay's opening, they didn't tilt in that much. I had to squeeze thru the four rack stanchions. It was a very tight fit. So tight I didn't try to go aft during the flight. Before getting aboard, the passengers were collected, there were ten of us, and the pilot gave us the following brief the flight. "After getting at your seat, don't remove your seat belt until instructed by the crew after takeoff, then you can walk about anywhere in the plane until the crew says to get back to your seat for landing. Please don't try to walk on the bomb bay doors or you may be flying without a parachute. Also don't walk on the nose wheel doors either. Please after landing please don't try to get out through the nose wheel. Don't remove your seat belt until the plane is parked. Please stay in your seat until the engines shut down. When you get out of the plane thru the bomb bay walk toward the rear of the plane and not forward thru the propeller arcs, you are not small enough to walk under the props. Enjoy the ride. Everyone on board." Entry to the forward half of the aircraft is thru the bomb bay. With the bomb bay doors open, they slide up within the aircraft like roller doors. But when fully open, there is only about 24 inches clearance between the ground and the lower edge of the bay door. I had to get on my knees to get under and aboard.

[Continued on next page](#)

I was the first one in the radio operator / navigator deck, which is just aft and a step down from the cockpit where the co-pilot was working on the preflight check list. I was pointed to the Radio Operators seat. Right alongside was the top power turret. In the space where a navigator's table originally was located, there was a seat on the floor and another just to the rear. There was a 8 x 10 inch window on either side of the compartment that was good for looking at the side of the inboard nacelle, checking whether it was day or night, cloudy or clear, or if the plane was over land or water, and for sure, not much more.

The waist gunners had to check that the main gear was down and locked by observing the position of the yellow lock pins on the gear. At night time it had to be done with a flashlight. The pilot or copilot couldn't see the locking pin from their positions.

After performing the preflight walk around of the plane, the pilot climbed into the cockpit and started on the checklist. The flight engineer came up. While I couldn't see anything outside the aircraft, the copilot was soon setting number one engine switch on, starter, three prop blades pass, fuel primer, cough, sputter, cough, cough, and the slow increase in engine RPM, the mixture set to rich. Then engine roar, stopped all conversation, in fact it was so loud that we couldn't hear the other engines starting. For the remainder of the ride, conversation was only accomplished by yelling loudly.

The flight engineer, closed the bomb bay doors, and then climbed up and half out the hatch above my right, to aid the pilot with the taxi.

After a bit we started to taxi, brakes screeching as they do with each turn till we got to the warm up area. The flight engineer dropped down and closed the overhead hatch, and stood between the pilots. Each of the engines and propeller governors was checked out, and when all was well, we taxied onto the runway and when we were lined up, full power was applied. As we were rolling down the runway, increasing speed, the old air frame was oil canning, louder and louder until we became airborne. After the gear was up and still in the climb out, we got the OK to get out of our seats, and walk around.

We had four kids on board as passengers and they were soon scooting back and forth, from the nose to the tail, checking out anything and everything. Betty Pinsky was right there amongst them, having just as much fun. The broad smiles of everyone said that all were having the time of their lives.

The short ride, about 25 minutes, seemed to last seconds rather than minutes. All too soon, we were told to strap in for the landing.

Many B-24 articles report that the B-24 is a tough airplane to fly. On landing our pilot seemed to prove that the statement is only from inexperienced pilots. With the engines set to near minimum power, with near calm wind conditions, the pilot had the two main gear screeching in unison as they touched the pavement, he then lowered the aircraft, slowly compressing the wheels "oleos" causing the unevenness of the runway pavement to vibrate the plane with a slow increase of the rolling noise. The nose wheel screech did not occur for a full ten seconds later as lack of wing lift slowly lowered the nose to the pavement. As a pilot, I was significantly impressed by what I considered a perfect, perfect landing.



Visit PCAM  
July 18th & 19th  
Climb aboard the  
McDonnell-Douglas  
F-4 Phantom II

### REMEMBER THESE DATES

- July 8th @ 8:30am Board of Director's Meeting at the Museum
- July 14th @ 12:00pm Executive Director's Staff Meeting at the Museum
- July 15th @ 6:00pm—Air Show Planning Meeting at (In the Boardroom at SCOE)
- July 15th @ 7:30 pm - Member Meeting (in the Boardroom at SCOE)
- July 18th @ 11:00am—New Member Orientation at the Museum Conference Room

**PACIFIC COAST AIR MUSEUM**

**2230 Becker Blvd.**

**Santa Rosa, Ca 95403**