



# STRAIGHT SCOOP

Volume XVI Number 4 April 2010

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

## ***Hattie Stone, Part 3***

We were finally able to celebrate and recognize our dear friend Hattie at the March Member meeting, and Hattie was very pleased. She thanked everyone for their support and reminded us that she has a purpose for her generosity.....to get us into a new home! And, the sooner the better!

For those who haven't yet taken advantage of being part of the Hattie Stone Building Fund, just a reminder that for a donation of \$100 or more, you will receive a beautiful special Heart pin!  
Thanks again, Hattie, for



your generosity, and spirit!

## **Cloverdale Airport Open House**

On Saturday, May 8th, Cloverdale Airport will be having an Open House. The Pacific Coast Air Museum's BD-5 will be on display. The museum will also have a membership and "Wings Over Wine Country" Air Show information table. Drive on up and enjoy this local airport's Open House. See page #5



[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

Glenn Barrett 707-479-5299  
Garry Beverlin 707-576-0350  
Jim Cook 707-575-6944  
Bill Greene 707-538-2343  
Paul Heck 707-538-2200  
Lynn Hunt 707-235-2552  
Allan Morgan 707-431-2856  
John Rutigliano 707-527-6306  
Mike Voorhees 707-544-2181

## Officers

### President

Mike Voorhees 707-544-2181

### Vice President

Jim Cook 707-575-6944

### Secretary

John Rutigliano- 707-527-6306

### Chief financial Officer

Judy Knaute 707-545-7447

### Executive Director & Curator

Dave Pinsky 707-575-7900

### Controller

Tim Delaney 707-542-1110

## Valuable Assets

### Administrative Assistant & Facilities Manager

Duane Coppock 707-546-4388

### Air Show Director

Steve Hoxie 707-824-1122

### Educational Tour Coordinator

Allan Morgan 707-431-2856

### Development Director

Barbara Beedon 707-6953683

### Exhibits Coordinator

Mary Jane Brown 707-566-9032

### Gift Shop Manager

Bob Conz 707-575-7900

### Guest Speaker Coordinator

Charley Taylor 707-665-0421

### Marketing Coordinator

Roger Olson 707-396-3425

### Master Crew Chief

Jim Cook 707-575-6944

### Membership Chair

Kathy Kumpula 707-544-4311

### Membership Records

Mike George 707-575-7900

Phyllis Morton 707-538-5303

### Newsletter Editor

Chris Tart 707-836-9226

### Publicity Coordinator

Doug Clay 925-736-7962

### Volunteer Coordinator

Norma Nation 707-525-9845

### Web Administrator

Dave Pinsky 707-575-7900

## The F-14

The **Grumman F-14 Tomcat** is a [supersonic](#), twin-engine, two-seat, [variable-sweep wing aircraft](#). The F-14 was the [United States Navy](#)'s primary maritime [air superiority fighter](#), fleet defense [interceptor](#) and tactical [reconnaissance](#) platform from 1974 to 2006. It later performed precision strike missions once it was integrated with the Low Altitude Navigation and Targeting Infrared for Night [LANTIRN](#) system.<sup>[1]</sup> The F-14 was developed after the collapse of the [F-111B](#) project, and was the first of the American [teen-series](#) fighters which were designed incorporating the experience of [air combat](#) against [MiGs](#) during the [Vietnam War](#). The F-14 first deployed in 1974 with the U.S. Navy aboard [USS Enterprise](#), replacing the [F-4 Phantom II](#) and was retired from the active U.S. Navy fleet on 22 September 2006, having been replaced by the [F/A-18E/F Super Hornet](#).<sup>[2]</sup> As of 2009, the F-14 is in service with only the [Islamic Republic of Iran Air Force](#), having been exported to [Iran](#) in 1976, during a time when the US had good diplomatic relations with the nation.

The F-14 Tomcat program was initiated when it became obvious that the weight and maneuverability issues plaguing the U.S. Navy variant of the Tactical Fighter Experimental (TFX) ([F-111B](#)) would not be resolved to the Navy's satisfaction. The Navy requirement was for a fleet air defense fighter (FADF) with the primary role of intercepting Soviet bombers before they could launch missiles against the [carrier battle group](#). The Navy strenuously opposed the TFX, which incorporated the Air Force's requirements for a low-level attack aircraft, fearing the compromises would severely affect the aircraft, but were forced to participate in the program at direction of then [Secretary of Defense Robert McNamara](#) who wanted "joint" solutions to the service aircraft needs to reduce developmental costs. The prior example of the [F-4 Phantom II](#) which was a Navy and [Marine Corps](#) program later adopted by the [Air Force](#) (under similar direction) was the order of the day.

The F-111 manufacturer [General Dynamics](#) partnered with [Grumman](#) on the Navy F-111B. With the F-111B program in distress, Grumman began studying improvements and alternatives. In 1966 the Navy awarded Grumman a contract to begin studying advanced fighter designs. Grumman narrowed down these designs to its 303 design.<sup>[3]</sup> Vice Admiral Thomas Connolly, Deputy Chief of Naval Operations for Air Warfare took the developmental F-111A variant for a flight and discovered it had difficulty going supersonic and had poor carrier landing characteristics. He later testified to Congress about his concerns against the official Department of the Navy position, and in May 1968 Congress stopped funding for the F-111B, allowing the Navy to pursue an answer tailored to their requirements.



March Member Meeting**Flying B-24's in the Pacific Theater of War****Arthur Cader**, guest speaker

by Barbara Beedon

Arthur Cader and his wife Selma attended the March Member meeting, and Arthur was our featured speaker. His story was both interesting and touching.

Graduating from High School in 1941, Arthur enlisted in the Air Corps in 1942. Sent to Alabama for pre-flight training, they started his group training on PT-17 Stearmans where 46% of the class washed out.....but Arthur made it through. Moving on to training in Georgia, Arthur chose to train for multi-engine flight. He figured that was the best idea, because if he lost an engine, he could still make it home! He trained on AT-10's, and was thrilled when his mother came back to Georgia for his graduation. From there he moved on to and through Blythe, California, Pueblo Colorado, and Kansas City to gain experience in many different situations, and to build skill in night-lighted landings. Arthur noted that to become 1<sup>st</sup> pilot in a B-24, you had to fly 307 hours to qualify.

He then told us about some of his experiences in the Pacific Theatre, starting with Guadalcanal. He "inherited" an impressive flight crew from a pilot who had broken his shoulder. He was especially impressed by the navigator, who was a West Point graduate. There were 7 or so islands on the way to the Philippines, and they hit all of them. On the Island of Truk, they were flying #4 position, and had an engine shot out. Fortunately, the B-24 is a great plane, and can fly well on 3 engines.....but only if you know *how* to fly it!

Arthur flew 46 missions, most in tight formation. The longest was a 15-hour mission to Borneo. Taking off at night, they carried 250 pounder plus incendiaries, and their target was a Japanese oil depot. Taking off at 4 a.m. was important, so they could come back before nightfall. Otherwise, they might miss the small islands in the dark. 24 planes rendezvoused on the main ship, then headed for the target.....with no fighter protection. They would be attacked by fighters, and lots of yak yak. Arthur was strapped in tightly to be able to maintain stability despite being fired on. But he said that when the ten 50 caliber guns of the B-24 went off all around him, he *did* move, despite the straps!

Arthur also related a touching story that reminds all of us of the heroism and dedication of the pilots and soldiers of the WWII generation. On that mission, as the lead plane was going down, five men bailed out. Despite Cader's efforts to distract the fighters, all five airmen were shot and killed while still in the air. A few minutes later, the remaining five men parachuted out. Cader radioed their position, and dropped a raft. They were later rescued by a submarine. When Cader and his crew returned to base, they found that home base had never received any message about what had happened, and they provided the only report of the event.

In 2007, at Travis Air Base, surrounded by family, friends and Air Force dignitaries, [Arthur Cader](#) was awarded the Distinguished Flying Cross (DFC).

When I got home from the meeting, I turned on the first episode of the new HBO series, "The Pacific", and felt like I already knew the story and the young men who served our country so well in a far-away hostile land. Thanks, Arthur, for your service, and for sharing your story with us!





# CITY OF CLOVERDALE

## MUNICIPAL AIRPORT OPEN HOUSE

Saturday May 8th - Free Admission

Gates Open 9AM To 3PM

### EAA YOUNG EAGLES



*Youth Ages 8 -17 — You can receive a free local  
Airplane ride and become one of over  
1 Million Young Eagles!*

**Parental Permission Required**

*Parent or Legal Guardian must be in attendance*

*80 Seats Available - Pre Registration and Scheduling Recommended  
Contact EAA - Phone: (707) 554-6652 or E-Mail: [EAAYoungEagles@aol.com](mailto:EAAYoungEagles@aol.com)*

— Pacific Coast Air Museum —



**"Wings Over Wine Country Air Show"**  
Museum and Membership Information Booth

### *Aircraft On Display*

PCAM's BD-5J "Pocket Rocket"  
Cessna - Piper - Mooney - Great Lakes  
Antiques & Experimentals

Hangers will be open and Pilots to talk to

*Quality Sport Planes located on the field will be  
hosting the 2010 Western Regional Zenith Fly-In.*



Zenith CH701

Cloverdale Municipal Airport  
*Home To*



**NorCal Skydiving**

*"Experience the adventure of a lifetime"*  
Jump instructors available to answer questions

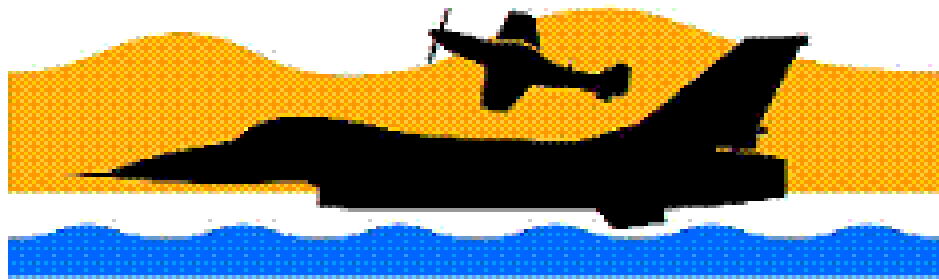
### *Driving Directions*

Take Dutcher Creek Road Exit from US101  
North on Asti Road then East on Airport Road

—●—  
Limited Parking at Airport  
Parking & Shuttle Service available  
from the Cloverdale Train Station

—●—  
Airport Specialty Food Catering  
- by -

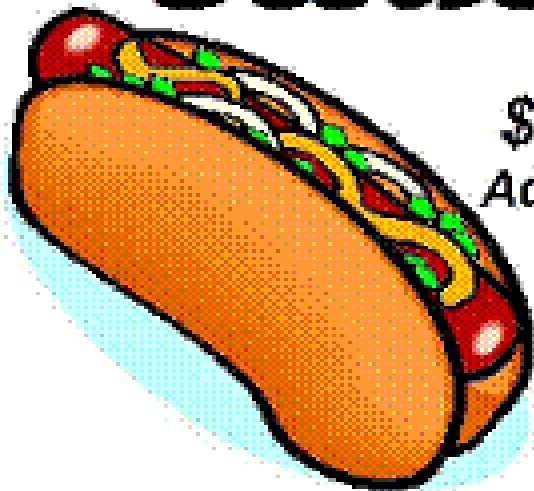
**"Skyview Dining"**



PACIFIC COAST AIR MUSEUM

*Presents*

# ***Hot Dog Thursday!***



**\$5.00 donation includes  
Admission, Large Hot Dog,  
Chips and Soda!**

**11:30 - 1:30**

**FIRST THURSDAY OF THE MONTH**

***April 1st - May 6th - June 4th - July 1st  
August 5th - September 2nd - October 7***

**2230 Becker Blvd - Cross Laughlin Rd Santa Rosa, CA 95403 707 575 7900**

### Special Award received by Billy and Laura Collins

A very special award was presented to Billy and Laura Collins on March 17th.

The success of this Museum is dependent on many people performing a variety of functions. It's not just the crews, the docents, the Air Show volunteers, the office staff or the directors. Our Museum's success is also dependent on people like [Billy and Laura Collins](#) who provide the fine array of refreshments we enjoy each month at our member meetings. After seven and one-half years [Billy and Laura Collins](#) are retiring from their duties as refreshment coordinators for our member meetings.

Early on, Billy and Laura made arrangements with the Lucky's store bakery department in Montgomery Village to make donations of pastries, cakes, donuts, croissants, bagels and other items to be used as refreshments during our member meetings. To supplement the baked goods, Billy and Laura accepted donations at the meetings and purchased cold cuts, cheese, condiments, bread and a variety of beverages were available so members who missed their dinners would have something to get them through the evening.

The Collins made sure the folks at Lucky's received thank you letters regularly and gave them some complimentary Air Show tickets. Everything they did made the member meetings more enjoyable events for everyone attending. Billy and Laura also worked as weekend docents at our gift shop. Their cheerfulness and helpfulness will be greatly missed.



The plaque presented to Billy and Laura reads:

**Billy and Laura Collins  
Refreshment Coordinators  
Pacific Coast Air Museum  
September 2002 - March 2010**



With thanks and gratitude from the Pacific Coast Air Museum's Board of Directors and membership for your seven and one-half years of dedication and service as refreshment coordinators for the Pacific Coast Air Museum's monthly general meetings.

Billy and Laura, many thanks!

### Your Chance to Fly in a B-17

The Experimental Aircraft Association (EAA) B-17, "Aluminum Overcast", is coming to Hayward, Watsonville, Napa, Chico and Sacramento from April 30 through May 16. If you've ever wanted to see or fly in a B-17, this may be your chance. For further information visit [www.B17.org](http://www.B17.org) or call 1-800-359-6217.

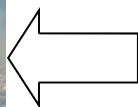
### Crew Dawg News

If any crew chief needs instruments for their aircraft, [Bill Greene](#) has a connection in Sacramento. He and Ron are planning a road trip to go see what they have. If you need something, please let Bill know what you are looking for. Let him know ASAP at [pilotgreene@sbcglobal.net](mailto:pilotgreene@sbcglobal.net)

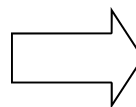
If you would like some changes in regards to your aircraft, now is the time to do it. [Roger Olson](#) would like to update and change the photos and the written descriptions. If you want to see last years program, you can pick up a copy in the gift shop. We need to start mocking up the basic program soon. Usually, Every aircraft is in the program. Also, work is progressing the new web site. I do not know the details of our aircraft pages, but we will be asked to change up the photos and copy. Each aircraft might only have one page or we might have several pages of photos. Its up to the web designer and Exec Director.

**BIG NEWS** Our **F-15A** Eagle is out of demill at AMARC. It is ready to be towed outside the fence to a yard where we will break it down for transport. There are several scenarios as to how we will do that, but the big factor is that its ready for us. I will keep everyone up on the latest news. We need a Crew chief for the 9/11 Eagle, First Responder. One person has possibly stepped up, but are there others?

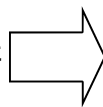
Our **F-100D** is still awaiting clearance on some safety issue in Arkansas. Once the paperwork clears, Larry will put forward a plan and recovery crew to break it down and transport. [Billy Kerkhof](#) will be the Crew Chief. Our **UH-1** Huey and **A-6** Intruder needs a Crew Chief. We also may be taking the Huey to the Rose Parade. Details to follow. Work continues on the Hangar Project. They have done a fantastic job and it will be a much better and workable hangar because of their efforts. We will be moving the Parts half hangar over to the Big Hangar soon and will need everyone's help. Lynn Hunt and Tony Sarganis might be making a road trip to New Mexico to pick up a set of drop tanks for the F-4. Terry is getting some F-8 parts for the restoration of the F-8 Cockpit. You heard correctly....the cockpit that has only had concrete in it from the SF Park will be getting a cockpit. That's it for now. We'll try to put something in each "Straight Scoop" so that the other 600 members hear about what our Crew Dawgs are up to.



F-15  
Eagles



F-100's  
F-100 Cockpit







### April 21st Guest Speakers

#### Flying the Edge of America - - David Millett, Julia Buss

In the summer of 2008 our speakers flew their small, single engine, airplane around the edges of the contiguous United States of America. Along the way, they encountered America's small towns, National Parks, and National Monuments. On the most dangerous and exciting adventure of their lives they flew into unanticipated ghastly weather, thunderstorms, and brushed with hurricanes. In the end, they discovered a land much more complex than they had imagined, far larger than they could believe, and more beautiful than they dreamed possible.

Julia and David have traveled around the world twice. Between them they have visited almost every state in the USA, and traveled to every continent on the planet, including Antarctica. Their passions are hiking, snow-skiing, SCUBA diving, writing, and travel. Julia is a nurse. She came to America from England in 1991 for a six month work contract. She fell in love with San Francisco and she decided to stay. David is retired from 25 years in Information Technology. He has 20 years experience piloting light aircraft, holds an instrument rating, and flies for the Angel Flight West organization ([www.angelflight.org](http://www.angelflight.org)). He keeps a journal of his and Julia's travels at ([www.davidmillett.net](http://www.davidmillett.net)) and is a destination writer for the ([Examiner.com](http://Examiner.com)).

#### Aviation Merit Badge Program

18 Boy Scouts received their Aviation Merit Badges' from the Museum's classes on March 6 & 13. The course follows a strict syllabus created by the Scouts for this program. The young men arrive at 9:00 for 3 hours of concentrated classroom work and finish about 3:30 after flying our simulator, touring the Albatross, pre flying an aircraft then taking a flight around Sonoma County courtesy of Paul Heck & Bob Archibald.



**Fifth Annual Shrimp Feed Fundraiser, Saturday, June 5th**

Tickets on sale Weds, April 7th at the museum or from any Board member. Best Shrimp Feed ever— don't miss it!



**PACIFIC COAST AIR MUSEUM'S**  
**5th Annual Shrimp Feed Fundraiser**  
**SATURDAY, JUNE 5, 2010**

Finley Community Center - 2080 W. College Avenue, Santa Rosa



**ALL THE SHRIMP YOU CAN EAT**  
**NO-HOST BAR OPENS AT 5PM ★ DINNER SERVICE 6-8:30PM**  
**DINNER TICKETS \$45**  
**INCLUDES SALAD, PASTA AND BREAD ★ RAFFLE**



PACIFIC COAST AIR MUSEUM

707-575-7900 ★ [WWW.PACIFICCOASTAIRMUSEUM.ORG](http://WWW.PACIFICCOASTAIRMUSEUM.ORG)

**CAFE to Host 4th Annual Electric Aircraft Symposium in Sonoma County Wine Country**

The Comparative Aircraft Flight Efficiency (CAFE) Foundation's 4th Annual Electric Aircraft Symposium (EAS IV) will convene a renowned faculty of experts on electric aircraft technologies on April 23-24, 2010, at the Doubletree Inn in Rohnert Park.

The networking Program will consist of presentations and exhibits on bio-fuel hybrids, advanced electric motors, solar panels, sailplane technology, fuel cells, future technology for batteries, battery safety during charging, propeller noise reduction, autonomous flight controls, drag reduction, vertical takeoff designs and NASA's Green Flight Challenge competition. Each presentation will be followed by a Q&A session with the audience, which will be comprised of government officials, enthusiasts, designers, entrepreneurs, students and media. The debut of some exciting new designs is expected at this year's meeting.

Among the outstanding faculty will be [Dr. Jaephil Cho](#) from Korea, presenting his pioneering work on the nano-honeycomb and nano-tube Lithium battery breakthroughs, Aerovironment's [Tyler MacCready](#) on "Solar Wings" and NASA's Jonathan Trent on the OMEGA ocean bio-fuel project. Other expert faculty includes speakers from NASA, Boeing, NREL, Stanford, UC Davis, CAFE and two teams from the Green Flight Challenge.

The Symposium is intentionally designed to advance Green Aviation and to provide attendees with an exclusive opportunity to gain the latest, most comprehensive and highest-level understanding available in the rapidly growing field of electric aircraft. The faculty will network with attendees during breaks, lunch and the evening's Theme Dinners at which attendees are invited to present 4 minute talks.

PCAM members can save on their tuition if they register before April 1 for this important future of aviation program happening right here in Rohnert Park. A star-studded, international faculty will be on hand to examine all aspects of future emission-free air vehicles and share their knowledge in the networking meeting.

Links are:

Program at: [http://cafefoundation.org/v2/ea\\_eas\\_2010\\_main.php](http://cafefoundation.org/v2/ea_eas_2010_main.php)

Registration at: [http://cafefoundation.org/v2/ea\\_eas\\_2010\\_register.php](http://cafefoundation.org/v2/ea_eas_2010_register.php)

Attendees must register in advance for the limited seating in the Symposium's Ballroom. Registration is available at:

[http://cafefoundation.org/v2/ea\\_eas\\_2010\\_register.php](http://cafefoundation.org/v2/ea_eas_2010_register.php) Immediately following the Symposium, a special insider's tour of select Sonoma County Wineries has been arranged.

The EAS IV is organized by the non-profit, all-volunteer CAFE Foundation, which has a 29 year history of supporting the advance of aircraft efficiency and technology. CAFE is also the host of the 2011 CAFE Green Flight Challenge, NASA's \$1.5M prize for 200 MPG aircraft.

Visit [http://cafefoundation.org/v2/ea\\_eas\\_2010\\_main.php](http://cafefoundation.org/v2/ea_eas_2010_main.php) for more details.



**“Climb Aboard”  
Top Gun Weekend  
April 17th & 18th  
F-14 “Tomcat”  
F-16N “Viper”  
F-5 “Tiger II”**

### **REMEMBER THESE DATES**

April 7th @ 8:30 a.m. Board of Directors Meeting at the Museum  
April 12th @ 12:00 p.m. Executive Director’s Staff Meeting at the Museum  
April 21st @ 6:00 p.m. Monthly Air Show Planning at SCOE  
April 21st @ 7:00 p.m. Monthly Membership Meeting at SCOE

**PACIFIC COAST AIR MUSEUM**

**2230 Becker Blvd.**

**Santa Rosa, Ca 95403**