



# STRAIGHT SCOOP

Volume XVI Number 2 February 2010

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



## Hattie Stone “Sweetheart of the Museum”

by Barbara Beedon

Is there anyone at the Museum who *doesn't* know Hattie? If you've been around the Museum, the Air Show, or ANY Veteran's program in the area, you've seen Hattie! Hattie is an irreplaceable, enthusiastic, caring, dedicated and adorable member of our Museum, and of the whole Community.

Hattie was born Hattie Louisa May, and is a “mutt” – one quarter German, one quarter Irish, one quarter English, and one quarter Scottish. She grew up in Hutchinson, Kansas, and early on became interested in the U.S. Navy, which had a huge presence in the town. Hattie was recruited in 1943, in recognition of her skills and leadership abilities, and served as the Supervisor for the Naval Communications Center in Hutchinson. She had both men and women serving under her, which was very unusual at that time.

Despite the fact that the center was running very efficiently and well, a Lt. Commander from the Pentagon told Hattie that she would “never make it because no one will take orders from a little thing like you.” Technically, to be a supervisor, you had to be a Chief Petty Officer, which Hattie couldn't become, because she hadn't been in the service for eight years. So, they made her a “Chief Petty Officer (Acting)”, and she got to keep her job. In 1945, women got to serve until the “end of hostilities, plus 6 months”, so Hattie was mustered out, despite wanting to stay in the service.

Hattie decided to relocate to California, because she is extremely allergic to tobacco smoke, and even then, California was leading the way in “clearing the air”. She married Vernon Brown, and in 1946, she gave birth to her daughter Verna Louise, named after her father.. Hattie was a student at Stanford, working on a doctorate in Education on the GI Bill. Hattie and Vernon were together almost 20 years before divorcing. She is still in touch with him and his family.

In her late 30's, Hattie was friends with some Air Force officers in one of her classes. The officers invited her and some of her friends to a gathering at the Officer's Club. As the evening progressed, Hattie noticed one young man at the bar, looking out on the room. One of her friends was speaking to him, and she thought he “looked like a scared rabbit.” So, Hattie walked up to him, and took over the conversation. He was from Amarillo, Texas, and they spent the rest of the evening together. His name was Robert Stone.

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

(707) 575-7900

## The Pacific Coast Air Museum

**Location:** At the Charles M. Schulz-Sonoma County Airport, North of Santa Rosa, West of Highway 101, at 2230 Becker Blvd, off North Laughlin Road.

**Hours:** Tuesday, Thursday, Saturday and Sunday. 10:00am—4:00pm.

**“Climb Aboard”:** A selected aircraft is available to “Climb Aboard” the third weekend of each month (weather permitting). Please visit our web site at [www.pacificcoastairmuseum.org](http://www.pacificcoastairmuseum.org) or call 707-575-7900 for details or further Information.

**Member Meetings:** Normally held on the third Wednesday of each month, 7:00pm, at the Sonoma County Office of Education, near the airport at the intersection of Airport and Skylane Boulevards. Interesting speakers are featured at each meeting.

### “Straight Scoop”

The museum newsletter, “Straight Scoop” is published monthly and is available on line on the museum’s web site. Members are highly encouraged to submit articles for possible publication. The deadline is the 26th of the month prior to publication. All articles in the newsletter are covered by copyright. If you wish to submit articles or use any of the content, please contact:

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

### Membership Renewals:

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

### Address Corrections:

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

## Board of Directors

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### Web Administrator

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## The Fabulous Pacific Coast Air Museum 2010 Bus Tour

- When - - **Friday, May 7th**, depart at 7:30am sharp; return approximately 5:30pm
- Where - - **Oakland Aviation Museum & Moffett Field Historical Society Museum**
- Cost - - \$50 per person
- Lunch - - Box lunch from selection list when you sign up
- Sign Up - - To sign up see Dave or Duane with your \$50 per person check (or cash) and make your box lunch food selection (\$50 includes bus transportation, box lunch and admissions)
- Initial sign ups will be for museum members only

The **Oakland Aviation Museum** was founded in 1981 and serves as the history center for North Field and Oakland Intl. Airport. In 1988, the Port of Oakland granted the Museum stewardship of the historic Boeing School of Aeronautics hangar built in 1939. The historic hangar is the primary facility of the Museum, providing indoor and outdoor exhibition space, an education room, a History Flicks room, a research library and aircraft restoration work areas. OAM has over 30 aircraft from the Golden Age through the Vietnam War.

The **Moffett Field Historical Society Museum** is a unique reflection of military history in the San Francisco Bay Area, and specifically Moffett Field and the Navy's historical monument, Hangar One. Explore our exhibits on Naval Air Ships and the Lighter-Than-Air era. Continue with exhibits from WW-II, the Korean conflict and the "cold" war. We provide for the whole family, hands-on exhibits such as a flight simulator, and restored cockpits. A fully functional WW-II dog tag machine allows customized dog tags. The museum offers a book and gift shop, an extensive research library, and knowledgeable docents available for tours



Ray Smith is presented the plaque as 2009 Volunteer of the Year with the entire crowd of "Tuesday/Thursday" volunteers cheering for him.

**ISRAEL & EGYPT AVIATION TOUR - JUNE 2010!!**

For all of you interested in joining us on this exciting adventure of a lifetime please contact Norma Nation - nationpromo@netzero.com, or call (707) 525-9845, between now and the first week in February.

The deadline is fast approaching to make your reservations.



T-37 formation flying over Williams AFB, Arizona. Picture is taken from the class book of UPT-calss 65E (1965).

Pictured above is a flight of T-37 (Tweets). This aircraft is the subject of the February "Climb Aboard" Activity at the Pacific Coast Air Museum on the 20th and 21st of February. (see page #5)

**FIRST AID EQUIPMENT AT THE MUSEUM**

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

The T-37A made its first flight in 1955 and went into service with the Air Force in 1956. The T-37B became operational in 1959. All T-37A's have been modified to T-37B standards.

A contract was awarded in August 1989 to Sabreliner Corp. for the T-37B Structural Life Extension Program. The contract included the design, testing and production of kits, installed by a U.S. Air Force contract field team, which modified or replaced critical structural components for the entire fleet, extending the capability of the T-37 into the next century. More than 1,000 T-37s were built, and 507 remain in the U.S. Air Force inventory. All have been repainted in a distinctive dark blue and white to help formation training and to ease maintenance.

The T-37 served as the U.S. Air Force's primary pilot training vehicle for over 52 years after its first flight. After completing Primary in the Tweet, students moved on to other advanced Navy, [Marine Corps](#) or Allied trainers. 1,269 Cessna T-37s were built, with 419 still serving in the United States Air Force in 2006

The T-37A was delivered to the U.S. Air Force beginning in June 1956. The USAF began cadet training in the T-37A during 1957. The first T-37B was delivered in 1959. Instructors and students considered the T-37A a pleasant aircraft to fly. It handled well and was agile and responsive, though it was definitely not overpowered. It was capable of all traditional [aerobatic](#) maneuvers.

The Air Force made several attempts to replace the T-37, but it remained in service with the USAF until it was phased out in favor of the [Beechcraft T-6A Texan II](#) between 2001 and 2009. The T-6 is a [turboprop](#) aircraft with more power, better [fuel efficiency](#) and more modern [avionics](#) than the Tweet.



Hattie Stone - continued

Robert called Hattie the next day, and courted her by taking her out to Midwest “dinner” (also known as lunch) several times. Then he was transferred several times, going through Parks AFB and Edwards before going to Amarillo. He kept writing to Hattie, and in late summer one year, his mother invited Hattie to come back for a visit. After a few more visits, he proposed to Hattie, and said he had been waiting for her to get all the foolishness out of her system so she would marry him. Hattie made sure he wanted to live in California before saying yes!

Robert got a degree in Engineering at San Jose State while Hattie was Assistant Principal at South San Francisco High School. He went to work for Fluor Cooling Products, which later became Trans Union, and they lived in their home on Mark West Springs Road. Hattie says they spent “forty years of nothing but honeymoon” together, before he suffered a sudden and fatal stroke.

Despite the magnitude of the loss, Hattie has stayed involved in her community, connecting through -- and volunteering for -- virtually any organization involving Veterans. She is a dedicated member and past President of the local American Legion Post. She's also affiliated with Odd Fellows, Veterans of Foreign Wars, WAVES (Women Accepted for Volunteer Emergency Service), AMVETS National Service Foundation, and has been a member of the Pacific Coast Air Museum since 1997. Never a shrinking violet, it's been easy to run into Hattie at the museum, or to catch a glimpse of her out in her Jeep at the Air Show and numerous other Veterans events. She is usually bustling to help with decorations, hospitality, flag presentations, or performing in the program with her brass horn.

But beyond volunteering, Hattie also “puts her money where her mouth is” as the saying goes. While she is a generous donor to many causes, there are only a few organizations to which she makes her most significant gifts. The Pacific Coast Air Museum is one of those organizations.

At year-end 2005, Hattie presented the Museum with a **\$25,000 gift to the Building Fund**. What a great way to kick off the New Year, and give the fund drive a boost! Other gifts came in, and in December of 2006, Hattie made a **SECOND gift of \$25,000** to the Building Fund! But Hattie declined to be listed individually in a high category again, because she was surprised to find out that she is the only person who has made such a significant gift!

Perhaps your finances won't allow a gift as large as the ones made by Hattie, but you too can be a “Sweetheart of the Museum” by helping to grow the Building Fund with a gift – or gifts – of any amount.

**Please join us on February 17<sup>th</sup>, to help thank and celebrate Hattie as our very first “Sweetheart of the Museum.” We will have special Valentine's Day desserts and Fun!**

- **Executive Director's Update**

I'd like to update you on the latest airport security and TSA information we have received:

The Airport Operating Area (AOA) badging process is complete - - anyone accessing the Airport's fenced area will need to have an AOA badge with them at all times.

- Airport staff, as well as TSA personnel, will be conducting random checks to ensure that everyone accessing the Airport either has a badge or is escorted by someone who is badged.
- If it is found that an individual does not have their AOA badge with them, they will be asked to leave Airport property & penalties will be enforced.
- Everyone with a gate card or clicker must have an AOA badge. If the user doesn't have an AOA badge, their card or clicker will be de-activated.
- If you allow someone onto Airport property, you have automatically become their escort.
- If you do not wish to become an escort, do not let visitors onto Airport property.
- If you are escorting a visitor, you are responsible for their actions & safety until they leave Airport property.
- Non-badged persons must be escorted at all times while within the fenced area.
- Do not "point the way" for visitors to go. You should accompany them to their destinations.
- While at the museum, watch that our guests do not go around or through the crowd control fence onto the Airport.
- If you see someone who appears to have no business on the airfield, approach them with a simple "Can I help you?"
- Yes, all this (and more) was in a letter from the Airport Manager's Office. If you have any questions or need further clarification, please contact Dave, Duane or Jim Cook, or call the Airport Manager's Office at 707-565-7243

**Editor's Notes:** Is there an aircraft that you would like to know more about, or see pictures of? Send a note by email to the editor at [sctartusaf@yahoo.com](mailto:sctartusaf@yahoo.com).

Any and all articles submitted for publication in this newsletter must be received no later than the 26th day of the month that you wish the article to appear.

Any and all assistance with this publication will be appreciated.

**February Guest Speaker**

Will Whiteside

Will Whiteside - Yak 3U "Steadfast" & P-51 Mustang "Voodoo" - Reno Air Race Unlimited Pilot

Join us on February 17th to hear guest speaker Will Whiteside accompanied by CJ Stevens who will share their air race experiences. Hear first hand about Will's flying at Reno including a video presentation that will bring you into the cockpit for a play-by-play of the fastest Unlimited main event in air racing history.

Will Whiteside:

15 years as a Flight Instructor, Corporate Pilot, Airline Pilot and Air Race Pilot paid off last year at the Reno National Championship Air Races.

In his 5th year racing Reno, Will has entered a very exclusive club flying the highly modified North American P-51D Mustang named "**VOODOO.**"

The 500 MPH club is made up of a very small group of race pilots who have gone over 500 Miles Per Hour on the Unlimited racecourse behind a propeller. He will discuss the challenges, rewards and pitfalls of pushing a WWII fighter to its limit and beyond.

Information provided by Charley Taylor





The Pacific Coast Air Museum is proud to welcome the following new members:

Maria Espinoza & Family—Santa Rosa	David Dewitt—Santa Rosa
Thomas Tomsy Family—Windsor	Amy & David Martin—Santa Rosa
Charles Johnston Family—Calistoga	Temo Reyes Family—Windsor
Nick Gaston Family—Guerneville	Carl Steinmann Family—Ukiah
Owen O'Donnell Family—Santa Rosa	Nancy O'Byrne Family—Forestville
Steve Marshall Family—Santa Rosa	David Santucci—Roseville, Ca.
The Smalley Family—Santa Rosa	Kirk Veale—Santa Rosa
F. Keith Thomas—Santa Rosa	TheVan Renselaar Family—Petaluma

The Pacific Coast Air Museum extends their heartfelt appreciation to the following donors for their generous gifts to the museum.

John Bradley	Everett Wildman	John & Rae Rehn	Bill Peila
Bob Parker	Ysidor & Josephine Sanchez	Frederick Hoyes	Drury McCall
Art Kransberger	Bob & Cindy Clopton	Larry Miller	Jake Smith
John Sweeney	Nelson & Jane Weller	Dick & Marilyn Dennis	Andy Brian
Louis & Marie Justin	Hidden Valley Preschool	Donald Olsen	Robert Trombetta
Milton Andrew	Ted Wilmsen	William & Patricia Wright	Charles Johnston
Bettie Crandall	Martha Curso	Don Doherty	Glenn & Marybeth Dow
Donald Figone	Larry Ford	Richard Green	Barney & Clare Hagen
Frank Heilsen	Richard & Carol Lewis	James Long	Art & Lyn Magill
Glenn O'Neil	Paul Royer	Steven Ruesel	Jerry Stallings
Bruce Stangland	Chuck Thomas	Jerry & Maxine VanNorden	
Donna Voorhees	Minter & Winnie Rudy	Harold & Mary Jean Blanton	
George Fenisey	William & Patricia Wright	Ron & Julie Stout	Steve Hogle
Kim & John Lloyd	Larry Houghton	Michael & Jacque Jumper	Joel & Harlene Wright
William Fulwider	The Wofford Family	Frank & Stephanie Oravetz	
George Eade	Don Davis	Bud Waldo	Howard Hall
Nancy Horton	Bob & Maggie Andrews	Terry & Sandy Nelson	John & Jean Bryant
Robert Anderson	George Connors		



“Climb Aboard”  
February 20-21st  
The T-37 “Tweet”  
USAF Trainer

**REMEMBER THESE DATES**

- February 3rd @ 8:30 am - Board of Directors Meeting at the Museum
- February 9th @12:00 pm - Executive Director’s Staff Meeting at the Museum
- February 17th @6:00 pm - Monthly Air Show Planning Meeting at SCOE
- February 17th @7:00 pm - Monthly Membership Meeting at SCOE
- February 20 & 21—”Climb Aboard” the T-37 at the Museum

**PACIFIC COAST AIR MUSEUM**  
**2230 Becker Blvd.**  
**Santa Rosa, Ca 95403**