



PACIFIC COAST AIR MUSEUM

STRAIGHT SCOOP

Volume XV Number 2 February 2009

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



McDonnell F-101B "Voodoo"

Developed from the XF-88 penetration fighter, the F-101 was originally designed as a long range bomber escort for the Strategic Air Command. However, when the high speed, high altitude jet bombers like the B-52 entered active service, escort fighters were not needed. Therefore, before production began, the F-101's design was changed to fill both tactical and defense roles.

The F-101 made its first flight on September 29, 1954. The first production F-101A became operational in May 1957, followed by the F-101C in September 1957, and the F-101B in January 1959. By the time the F-101 production ended in March 1961, McDonnell had built 785 Voodoos, including 480 F-101Bs, the two seat all weather interceptor used by the Air Defense Command. In the Reconnaissance versions, the Voodoo was the world's first supersonic photo-reconnaissance aircraft. These RF-101s were used widely for low altitude photo coverage of missile sites during the 1962 Cuban crisis and during the late 1960s in South-east Asia.

Technical Notes:

Armament—two AIR-2A rockets plus two AIM-4 guided missiles.

Engines: two Pratt-Whitney J-57-P-55s of 16,900 lbs thrust each with afterburner.

Crew—two

Maximum speed—1,095 mph.

Cruising speed—545 mph.

Range—1,754 miles

Ceiling—52,100 feet.

Span—39 feet 8 inches.

Length—71 feet 1 inch

Height—18 feet

Weight—52,400 lbs max.

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 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

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:
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2230 Becker Boulevard
Santa Rosa, Ca 95403

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February Guest Speaker

One of our country's most decorated soldiers, Major John Duffy has served in Europe, Africa, and Asia. He served in several elite units including the Green Berets during four tours in Viet Nam. He has forty-plus Decorations including the Distinguished Service Cross- our nations second highest award for valor, and eight Purple Hearts. John worked as a Forward Air Controller and has a special bond with aviation. His talk will include readings from several of his books which vividly describes the behind the scenes activity of the Viet Nam War and its people.

Major Duffy has written some wonderful poetry and we are encouraging museum members to volunteer to read some of those poems at the member meeting in February.

A.C. Eggleston Lt. Col. Ret. U.S.A.F.**June 8, 1922—January 17, 2009**

A.C. Eggleston passed away on January 17, 2009 after fighting his last battle with Coronary Heart Disease. World War II gave "Ace" the opportunity to start his adventure with flying and upon retirement in 1970, he had flown 29 military type aircraft, with his favorite being the P-51. He was with the 34th Bomb Group flying B-17s from England in 1945, flew C-124s from Japan during the Korean War and concluded with the B-66 after losing an eye in a freak accident in 1959. His career continued in the Air Force with the Atlas Missile Program in New Mexico and even pulled a tour of duty in Viet Nam in 1969. He shifted his love of flying to the civilian sector and owned several planes, single and twin engines, before his heart disease finally got his ticket.

Ace joined the Pacific Coast Air Museum after moving to Cloverdale and volunteered his time to the Gift Shop until driving became too difficult. He walked many miles around the paths of Cloverdale wearing his PCAM cap. His son David, just could not let him go without that PCAM cap and it now rests with Ace at the San Joaquin Valley National Cemetery. His wife Trudy and eldest son Paul are also buried there.



Executive Director's Update

The beautiful weather we enjoyed in January provided our terrific volunteer staff the opportunity to really spiff up the museum. If you haven't been out to your museum lately, stop by. I think you'll be impressed with the overall appearance, inside and out.

Our certification by the National Museum of the United States Air Force is beginning to bear fruit. We have been offered, and have accepted, a Mach 4 D-21 Drone, the one launched from the SR-71, later from the B-52. Only eight museums in the world have a D-21, and ours should be arriving in the next month or so. We have also been offered an SR-71 J-58 engine. We are working through the "de-mil" process and awaiting a cost estimate. Finally, the Air Force Museum recently offered us a F-101 "Voodoo", two actually, one is a two seat interceptor model and the other a single seat recon model. We're getting cost estimates and should know in a few weeks if adding an F-101 to our collection looks promising. And we are high on the list for the loan of an F-15 Eagle jet fighter.

Our annual spring bus trip will take place on either Friday, May 1st, or Friday, May 8th. Mark both dates on your calendar for right now—we'll have it firmed up in a few weeks. Right now we're looking at two options—(1) Castle Air Museum in Atwater or (2) A brand new Space exhibit at the Aerospace Museum of California in the morning, followed by The California State Railroad Museum in the afternoon (both are in Sacramento). If you have a preference as to which of these you'd like us to go to this year, send me an e-mail at director@pacificcoastairmuseum.org. We'll do our best to make the most folks happy. Either of these tours should be outstanding.

Our 4th Annual Shrimp Feed Fundraiser is all set for Saturday, June 6th, at the Finley Center in Santa Rosa. [Kathy Kumpula](#) has offered to chair this fun event. Kathy could use some volunteers to help her with this event, so send her an e-mail at kckump@att.net, if you'd like to help with the planning or at the event on June 6th.

Our August 15-16, 2009 "Wings Over Wine Country" Air Show is certainly shaping up to be our best ever. We've already got a world class civilian performer lined up under contract (see last month's "Straight Scoop" or the Air Show tab at www.pacificcoastairmuseum.org). Air Show Director Steve Hoxie announced at the January Air Show Planning Meeting and the Member Meeting that the 2009 Air Show will be in a new location at the North end of the airport, providing a much larger display and vendor area than we have had before. Current planning indicates that we will be able to put the C-17 in the main static display area, eliminating the need to bus folks to get a tour of this amazing aircraft.

Also in the planning for this year's Air Show is a combined Performer Reception and P-38 Reception, with the performers and their aircraft, plus the P-38, in a hangar at the airport. We've tried for several years to find a way to have the Performer Reception at the airport, and this is the year we are planning to do it.

Speaking of the P-38, many of you are aware of how special this aircraft is to our Sonoma County Airport. From 1942-1946, our airport was known as Santa Rosa Army Airfield. Over 200 P-38s were stationed here for training purposes. We still have a number of WWII P-38 pilots and many of their relatives in the area and bringing the "Lightning" back to our field for the Air show is near and dear to our (and their) hearts. It

takes a lot of money to bring the P-38 here. Last year, through the generosity of a number of our members, we raised over \$4,000 of the \$10,000 we needed. The P-38 Reception covered much of the rest of the cost.

If we can raise enough money to do it, we're going to bring the P-38 back for our 2009 Air Show. We have \$1,445 pledged so far. As it's going to take \$10,000 to bring the P-38 to our show, please consider contributing to bring this wonderful WWII fighter back to its Santa Rosa home for the show. If you contribute \$100 or more, you'll be my guest at the Friday Night Reception.

Finally, some of you will recall when the Saturday night Air Show Dinner for volunteers was a BBQ. The past two years, for a number of reasons, it's been a pasta feed. Well, this year, thanks to the hard work and generosity of [Bill Conklin](#) and a group of sponsors he has lined up, we are going to have BBQ again (tri-tip, chicken and all the fixings). [Steve Hoxie](#) has a lot of Air Show volunteer positions open, so send Steve an e-mail at swhoxie@gmail.com if you can help out. He has some key supervisory positions open as well as a lot of regular volunteer slots.

The drought may not be over, but rumor has it that there is fresh snow in the mountains. So I'd better get out of here and find out.

Dave

AED and Trauma Kit

Thanks to the generosity of Medtronic Vascular here in Santa Rosa, the Pacific Coast Air Museum now owns two very important pieces of health and safety equipment. The first is an Automatic External Defibrillator (AED). AEDs are in many airports, stadiums and other public venues and can help save a person's life in the event of a heart attack. The AED is simple to use - just open it up, listen carefully to the audio instructions and do exactly what it says to do.

The second item donated by Medtronic is a full trauma (physical injury) kit. It contains everything needed from cuts, to burns, to broken bones and more.

The AED is mounted on the wall over the telephone in the Gift Shop; the trauma kit is stored under glass counter opposite the telephone in the Gift Shop.

Training has been provided to our regular volunteers, and I will be happy to provide training to others who so desire. Give me a call or send me an e-mail at director@pacificcoastairmuseum.org if you'd like some training and I will schedule a session for those who respond.

A regular First Aid Kit for the usual cuts and bruises is located on the wall of the Volunteer Lounge, just inside the "swinging doors".

Dave

The Smithsonian National Air & Space Museum

The Smithsonian National Air and Space Museum celebrated its' 100th anniversary of manned flight with a new facility and new high-tech public access to aircraft and space artifacts. The 11 million visitors a year to the National Air and Space Museum are now able to fully enjoy truly historic aviation displays in person, and by using on-site kiosks can look inside some of the cockpits using interactive photographic virtual reality.

Two men working with some of the most advanced technology available, have set out to bring visitors a never-before-seen view of aviation history. David Palermo of WorldVR, and Dennis Beela, veterans of virtual reality and digital photography, teamed up to record 200 aircraft and 128 space artifacts using state-of-the-art high resolution digital photography and QuickTime VR. The exterior of each item is photographed in 10 degree increments, creating a complete three-dimensional virtual reality image. The cockpit of each aircraft is also photographed using multiple images blended together. This level of detail will allow even a child to view a huge aircraft, spinning it like a toy to view from any angle and in addition will allow one to "sit" inside the cockpit and look around. This virtual reality technology is often referred to as 'immersive technology' due to the interactive possibilities offered to the viewer.

For safety and security reasons as well as physical display limitations, visitors to the NASM have varying degrees of access to historic aircraft. Photographic virtual reality give visitors access that would simply not be possible using any other means. For instance, once some of the aircraft are raised from the floor of the museum, visitors cannot look inside the cockpits. However using virtual reality (VR) images available at kiosks throughout the museum, visitors can see the entire plane, inside and out.

The National Air and Space Museum have a historic aircraft collection that includes the Space Shuttle "Enterprise"; the Dash 80 prototype of the Boeing 707 ; the B-17 Flying Fortress named "Swoose"; an F-4 Phantom fighter ; the B-29 Superfortress "Enola Gay", the de Havilland Chipmunk aerobatic plane, and many more -- the latest addition to the museum is Air France's Concorde.

Most people do not know that only 25% of all of the aircraft donated to the NASM are on display. In an effort to expand viewing options for visitors, a new \$311 million center has been built. It recently opened on December 15, 2003 -- just two days before the 100th anniversary of the Wright Brothers first flight on December 17.

NEW MEMBERS

Annie Williams Family – Windsor

Gale Moore - Cloverdale

January Donations

Paul & Toni Johnson

Paul & Linda Geiger

Frank Eileen

Nancy Horton



Climb Aboard Aircraft for February 21st & 22nd

AV-8C Harrier (Crew Chief Mark Fajardin)

The Harrier jump jet is the only operational jet fighter in the world that can take-off and land vertically like a helicopter yet can fly and fight at over 700 MPH!

Country of Origin: U.S.A./England

Manufacturer: Hawker Siddeley, Kingston England (UK) **B/N or Serial Number:** 158959 **Type:** Ground Attack, fighter and reconnaissance **Accommodation:** Pilot **Armament (fixed):** Two 30-mm Aden cannon gun pods, AIM 9 D/G Sidewinder air-to-air missiles, Mk. 81, 82, and 83 free fall or retarded bombs, Cluster bombs, and LAU 69A 2.75 inch rockets. **Powerplant:** One Rolls Royce Pegasus Mk. 103, 21,500 lbs. static thrust **Performance:** Maximum speed at sea level: 740 mph; maximum diving speed: Mach 1.29; combat radius with full combat load (no external tanks): 250 miles; Ferry range: 2,340 miles; Landing Descent: 12 ft. per second (maximum) **Weights:** 12,640 lbs. **Dimensions:** Span: 25' 3.5"; length: 46' 4"; height: 10' 9"



**Visit the Pacific Coast Air
Museum**
February 21st & 22nd
“Climb Aboard”
AV-8C Harrier

REMEMBER THESE DATES

February 4th @ 8:30 AM Board of Director's Meeting at the Air Museum.

February 10th @ 12:00 PM Executive Director's Meeting.

February 18th @ 6:00 PM Air Show Planning Meeting at SCOE

February 18th @ 7:00 PM Member Meeting at SCOE

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Santa Rosa, Ca 95403