



### Help Wanted

#### PCAM Needs Space to House New Aviation Collections

By Lynn Hunt

Noted humanitarian and philanthropist Dr. Harold Ross has chosen the Pacific Coast Air Museum to permanently house several of his many collections of aviation artifacts and memorabilia. These will include his extensive flying helmet collection of over 150 examples from the earliest days of aviation in the 1900's up to the current day, an extensive collection of aviation artifacts that chronicle the participation of women in aviation, several collections of World War II aviation memorabilia representing different nationalities, and numerous signed examples of aviation art.



A small part of Dr. Ross' 150-piece aviation helmet collection intended for display at PCAM, showing the great breadth in styles, nations, and eras represented. Other collections on their way to us include women's aviation artifacts, World War II memorabilia, and aviation art.

With the limited amount of display area currently available at PCAM, our challenge will be to create a worthy home for these collections that will preserve and protect them while making them accessible to the public. This is where we need help.

We need to form a task force of volunteers to help in the relocation, rehabilitation, preparation, and maintenance of a portable building intended to house the Ross Collection. This effort will require volunteers with carpentry, painting and building repair skills and experience. Once the building is relocated to our site we can perform a more thorough inspection in order to determine specifically what is needed. This task force will also need to address the internal design and layout that will accommodate and present the artifacts in the most complementary way.

We would like to move the building into position and commence work sometime in March. If you are interested in participating please contact Lynn Hunt at [aero7550@sonic.net](mailto:aero7550@sonic.net) for further information. ✪

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### The PCAM Mission

“To Educate and Inspire both young and old about our aviation heritage and space technology, to Preserve historic aircraft and artifacts, and to Honor veterans.”

## President's Message: 2015 is Rolling!!!!

This will be a short first message as my first 19 days as your new president have been extremely busy. I will have much to go over with all of you at our February 18<sup>th</sup> Membership Meeting. I have had the privilege to have served on the boards of a number of great organizations in the 35 years that my family and I have been in Sonoma County. PCAM is most unique in that it exists almost entirely through the efforts and support of its members and volunteers. To coin a phrase "We do so much with so little".

In the last 25 years, PCAM has gone from the little shed (that became our gift shop/exhibit area) and one plane to what is now our collection of over 40 aircraft (seven of which are in our Flight Wing). We sponsor our annual two-day Air Show, Hot Dog Thursdays, the Pig Feed, Movie Nights, Climb Aboard/Open Cockpit Weekends, Special Events, Education Programs, our Oral History Program, Santa Fly-In, and so much more.

I believe that we all share a love of aviation and aircraft and enjoy the camaraderie, the information, the giving back to the community, and the fun that PCAM provides us all.

Our Mission Statement I believe captures it: "To Educate and Inspire both young and old about our aviation heritage and space technology, to Preserve historic aircraft and artifacts, and to Honor veterans."

Regards,  
Jim Sartain

## February in Aviation History...

On February 22, 1974, Lieutenant (JG) Barbara Ann Allen, United States Navy, became the first woman to receive her Wings of Gold and be designated a Naval Aviator. Women had been flying for the Navy in various auxiliary capacities for several decades, but Lt. Allen was the first to obtain full Naval Aviator status equal with thousands of men who went before her. She flew C-1A Traders out of Alameda NAS, and was the first woman in the Navy to qualify in a jet aircraft. She also flew C-118 Liftmasters, and later became a flight instructor. Sadly, after rising to Lt. Cmdr., she and a student were killed in July of 1982 during a training flight in a Beechcraft T-34C. The Pacific Coast Air Museum has a C-1A Trader and a C-118 Liftmaster in its collection like those she flew. The C-1A (top right) is a key element of our Flight Wing. ✪



©John Nelson

Newly appointed Pacific Coast Air Museum President Jim Sartain presided at his first monthly member meeting on January 21.





## New Board Members and Officers

By Jim Sartain

The Pacific Coast Air Museum has completed its annual election and appointment of members of its Board of Directors. As stipulated by the organization's by-laws, the membership at large elected two Board Members at our December meeting, and the Board of Directors elected one Member at its January meeting.



We also made some changes to the organizational structure, appointing new officers.

The membership elected Tom Chauncy and Anthony Marinelli to second terms. The Board elected Don Mackenzie to fill the ninth Director seat. The Board elected me (Jim Sartain) as President, Julia Hochberg as Vice President, Anthony Marinelli as Secretary, and Judy Knaute as CFO/Treasurer. Tim Delaney will continue as Controller. Julia Hochberg had also been appointed Director of the Sales and Marketing Division. And by now you are probably aware that Nancy Heath was appointed 2015 Air Show Director some months ago. Welcome to all our new and returning Officers and Directors! I look forward to working with each and every one of you in the coming years. ★



Welcome to the newly elected members of our Board of Directors! At left, from top to bottom: Don Mackenzie, Anthony Marinelli, Tom Chauncy.

## PCAM Gift Shop Continues to Excel

Gift Shop managers Mike Lynch and Alan Chensvold won a joint President's Award at the December member meeting, and well they deserved it! Mike has put his 30+ years of retail experience to good use, Alan backs him up every step of the way, and the rest of the team - Bob Bergeron, Denny Hutton, Frank Mantellina, Joel Lewis, Larry Houghton, Mike Maddalena, Becky Maddalena, Rich Lewis, and Carol Lewis - put in a lot of hours greeting customers, answering questions, and generating revenue through sales of shirts, jackets, toys, and lots of other good things. Alan's and Mike's twin award plaques are proudly hung on the Gift Shop wall. They read in part "...This award is made in recognition of your faithful service to the Pacific Coast Air Museum. Your achievement, enthusiasm, initiative, and tenacity as a volunteer sets an example worthy of emulation..." Mike's got lots more great merchandising plans, many of which relate to the Air Show. Come on in and see what's going on! It's the aviation buff's one-stop gift store!

See our February Gift Shop announcement on page 13! ★



## 2015 Educational Programs Kick into Gear

### Merit Badge, Summer School, and More

By Peter Loughlin

The Pacific Coast Air Museum is well known as an educational resource for elementary through high school students. Hands-on experience with aeronautics is a great way to learn about important STEM (science, technology, engineering, math) concepts, and one that captivates students far more than ordinary classroom lessons ever will.



### Boy Scout Merit Badge

This one-day class grants successful students a Merit Badge in Aviation. The course follows the curriculum requirements established by the Boy Scouts of America.

#### Students will Learn About:

- Kinds of Aircraft
- Physics of Flight
- Aircraft Engines
- Careers in Aviation

#### Activities:

- Fly our simulator
- Hear from guest speakers from several facets of aviation
- Visit a control tower
- Receive a graduation flight from a FAA licensed pilot

**Class Dates:** March 7, 2015    April 25, 2015    July 11, 2015    Oct 3, 2015

**Tuition:** \$70.00 per student. Advance registration required.

### Aviation Summer School

For students 8th to 12th grade who love aviation. Two 10-hour aviation courses are offered. Each syllabus provides five days of exciting classroom and hands-on aviation activities.

#### Course 1: June 15-19, 2015

- Physics of Flight
- History of Flight
- Aircraft Powerplants
- Hypoxia
- Spatial Orientation
- Aircraft Safety

#### Course 2: June 22-26, 2015

- Navigation
- Flight Planning
- Weight and Balance
- Aviation Careers



FAA-licensed pilot Paul Heck briefs Summer School students before their graduation flight

**Both courses include** guest speakers, a tour of the Pacific Coast Air Museum, flying our flight simulator, sitting in the cockpit of a mach-2 aircraft, and a **local flight** with one of the Museum's FAA licensed pilots!

**Tuition** for each 10-hour course is \$165.00. Take both classes for \$330. Advance registration required.

Students may take one or both courses. Taking both courses includes two flights.

### Aviation History and Principles of Flight

These two courses are for elementary school classes, and meet several of the California State Standards in Social Studies, Science & Math. They include a 30 minute "hands on" tour of the Huey Helicopter. Tuition is \$35.00 for each class of 25 students. Classes must be scheduled in advance.

For additional details or to schedule classes, contact Allan Morgan, Director of Education at 575-7520 or email [xmc6958@gmail.com](mailto:xmc6958@gmail.com). Get more details at <http://pacificcoastairmuseum.org/classes/>. 



## PCAM Asset Acquisitions Report

### Progress, 2013-2015

By Mark Fajardin, Director of Aircraft Acquisitions

Since 2013 acquisitions has been on a roll. The first aircraft in our collection to receive a full ordnance load out of 18 MK-82 500-pound and 2 MK-84 2,000-pound inert bombs (complete with their arming fuses and wires) was the A-6E Intruder. This was only topped by the fly-in of the EA-6B Prowler, the first Prowler to arrive at a public West Coast air museum.

Rolling into 2014 I made new contacts in the US Navy and strengthened existing relationships in order to continue the work of completing our aircraft and building new displays. To date I've acquired the following assets, some of which were mentioned in previous articles:

Qty	Item
48	MK-82 500-pound bombs
2	MK-84 2,000-pound bombs
28	Standard Bomb Fins
8	Snakeye Retarder Fins
74	Arming Fuses
3	MER-7 Bomb Racks
4	TER Bomb Racks
2	LAU-118 HARM Missile Rails
2	LAU-7 Missile Rails
6	AERO 7A/B Ejector Racks
7	400 gal. External Drop Tanks
1	MK-20 Cluster Bomb
1	CBU 100 Anti-Tank Bomb
1	MK-77 Fire Bomb
1	EA-6B Prowler aircraft
4	Spare Tires for A-6 & EA-6B
6	Sets of Ejection Seat Cushions
1	EA-6B Canopy Cover
2	EA-6B Wing Fold Struts
2	LAU-10 5-inch rocket pods
4	LAU-68 2.75-inch rocket pods
1	BD-4 Homebuilt Aircraft



© Mark Fajardin  
This 1957 Beechcraft T-34 Mentor should soon join the PCAM collection.



© Mark Fajardin  
An AH-1J Cobra helicopter just like this one (displayed at the Flying Leatherneck Museum at NAS Miramar) is earmarked for PCAM. Contact the Museum to find out how you can help us bring ours home for display in Santa Rosa!

The latest aircraft display to benefit from this list of items is our mighty F-4C Phantom II which now has six MK-82 500-pound bombs and six Snakeye retarder fins complete with daisy cutter fuses mounted on two triple ejector racks along with two LAU-7 Sidewinder missile rails. Crew Chief Tony Sarganis and crew did a great job restoring, mounting, and hand making the Daisy Cutters which now gives our Phantom that authentic Vietnam look. The F-14 Tomcat also got new ejection seat cushions to replace the deteriorated ones.

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New additions: LAU-10 5-inch (bottom) and LAU-68 2.75-inch (top) rocket pods. These are just right for the AH-1J Cobra helicopter.

2015 has already seen me back on the road with a trip out to NAS Lemoore and NAS China Lake to procure the LAU-10 and LAU-68 rocket pods in the list on this page. Some of these pods are currently being used by the military on the AH-1 Cobra attack helicopter, SH-60S Knighthawk, and AV-8B Harrier. PCAM aircraft that could accept these pods include the AV-8C Harrier, A-4 Skyhawk, A-7 Corsair, A-6E Intruder, H-34 Choctaw, and future AH-1J Cobra.

China Lake was a great trip affording me the opportunity to make new friends and open new doors to the world of rockets and rocket pods. So look for additional pods of varying sizes to arrive in the coming months. I've also enlisted the help of a heavy hitter friend of mine in the Pentagon to hunt for HARM and other missiles for our collection. Anything "missile" is very difficult to get, but I have no doubt we'll get them eventually.

Speaking of arrivals, 2015 will see our newest acquisition making its journey home to PCAM: a 1957 US Navy T-34B Mentor trainer. This Mentor is currently at NAS North Island San Diego and I'll be making preparations soon to bring the Mentor home. The aircraft is complete and in good shape with the engine already in a shipping crate and the wings off.

As for the AH-1J Cobra helicopter, I've already had it

assigned to us and we are still awaiting the demilitarization ("demil") cost from AMARG at Tucson Arizona. While we wait it will be important that we start a fundraising effort to bring the Cobra home, and PCAM would appreciate your financial support to help bring this amazing and popular helicopter into our family. If you would like to contribute financially, or if you have a lead on someone who might want to contribute, please contact Director of Operations Christina Olds at 707-595-7500.



The cutaway MK-20 Cluster Bomb (left) and CBU 100 Anti-Tank Bomb (right).

Looking forward into 2016 and 2017 we will begin to see a mass retirement of the legacy F/A-18A and A+ model Hornets. I'll begin working my connections in the Navy and at Pensacola to procure a Hornet for PCAM with the goal of flying it into the collection, much like we did with the Prowler. Keep in mind that unless Congress changes the law, sequestration budget cuts take effect again in 2016, so this will make acquiring aircraft and assets a bit more challenging as the military painfully tightens its financial belt, along with ceasing their air show participation once again.

And here's a bit of Naval Aviation trivia that just might win you a bar bet. The F/A-18E/F is not called the Super Hornet in military circles. Its true name is the RHINO!

Looking forward to a great 2015 and Blue Skies Always! 🌟



## Flight Wing Report: Meet the Kestrel

By Lynn Hunt

The Pacific Coast Air Museum was fortunate to acquire several interesting aircraft last year. All were unique in some respect but one stood out among the others. A donation from Linda Freez and her late husband Bill came in the form of a Glasflügel Kestrel. The following description is quoted from SailPlane Directory, <http://www.sailplanedirectory.com/glasflugel.htm>

The 17 m. Kestrel features camber-changing flaps that operate in conjunction with the ailerons, airbrakes, drogue chute, water ballast and retractable gear. The fuselage is a fiberglass monocoque (not sandwich) for greater resilience and pilot protection. The cockpit has room enough for a 198 cm / 6 ft pilot and features a control stick that

slides fore

and aft (rather than rotating) to reduce likelihood of pilot-induced oscillations and which has a press-to-trim-push-button trimmer. It has a nose and a center of gravity release. Goran Ax won the second Smirnoff Transcontinental Sailplane Race in a Kestrel in 1973. Sue Martin of Australia gained both the women's world 100 km speed record ( 113.2 kph / 70.36 mph ) and 300 km triangle speed record (114.4 kph/ 71.11 mph). As well as building the 17 m. model under license, Slingsby of Great Britain developed a 19 m. version which first flew in 1971 incorporating a drag reducing wing root fillet and an anti-balance tab on the elevator.



©Karle3

The prototype Glasflugel 401 (progenitor of the Kestrel 17), photographed in its native Germany. This is not the PCAM aircraft but is virtually identical to it.

should we do with it? We can always place the aircraft on display and it would be the only glider in the PCAM inventory. However this particular example has every potential to fly so we are looking to our membership for any interest in establishing a program whereby this availability of this asset might help to educate and inspire others to become more involved with sailplanes and aviation in general. This aircraft is characteristically different from what we are used to working on and with and we could use some guidance from knowledgeable people. Anyone interested can contact the Flight Wing at [aero7550@sonic.net](mailto:aero7550@sonic.net). ★



So the question currently being pondered by the PCAM board of directors and the members of the Flight Wing is just what exactly



©Anton Wildberger

A Glasflügel Kestrel in flight (not ours), with drogue chute deployed. This small parachute provides drag and slows the plane to help it descend.

## In Case You Missed It: January 21 Member Meeting Guest Speaker: Duane Coppock, Lt. Cdr., USCG (Ret.)

### Chasing a Kidnapper through the Florida Everglades... In an Albatross

By Peter Loughlin

Our guest speaker on January 21 was Duane Coppock, former Lieutenant Commander with the U.S. Coast Guard. He was an HU-16 Albatross pilot for many years, and even logged about two hundred hours in #7245, the Albatross in the PCAM collection.



Grumman Albatross #7245, now in the PCAM collection. PCAM's Duane Coppock logged about 200 hours flight time in this aircraft during his service with the U.S. Coast Guard. He flew a different but identical plane on December 21, 1968 when on the hunt for notorious kidnapper Gary Krist over Florida.

Duane spoke at length about the kidnapping and rescue of real estate heiress and college student Barbara Jane Mackle in December 1968, and the apprehension of her kidnapper, Gary Stephen Krist. What has a kidnapping got to do with flying for the Coast Guard? Duane was at the controls of the USCG Albatross that carried the FBI agents who first spotted Krist as he made his escape through the Florida Everglades on a speedboat. Who needs James Bond?

### Barbara and the Capsule

Barbara Jane Mackle was the daughter of Robert and Jane Mackle. Robert Mackle was a wealthy real estate developer from Coral Gables, Florida. In December 1968 Barbara was attending Emory University in Deca-

tur, Georgia. A flu epidemic had lain low many students and faculty including Barbara. Barbara's mother Jane Mackle traveled to Decatur, took Barbara out of school, and booked a hotel room at a local Rodeway Inn where she could nurse Barbara back to health before taking her back home for the holidays.



Kidnap victim Barbara Jane Mackle as the kidnapers photographed her just before burying her alive in a ventilated wooden "capsule". She was recovered alive and surprisingly well three and a half days later.

At about 4:00 a.m. on the morning of December 17, Gary Krist and his accomplice Ruth Eisemann-Schier knocked on the Mackle's hotel room door, announcing that they were the police and claiming that Barbara's friend Stuart Woodward had been in a car wreck. Mrs. Mackle let them in, as they were wearing police hats and looked authentic. The two kidnapers quickly drugged and subdued Barbara and her mother, and took Barbara away in their Volvo station wagon. Mrs. Mackle escaped very quickly and alerted the police.

Krist had built a coffin-like fiberglass-reinforced "capsule" about nine feet long, two and a half feet high, and three feet wide. They placed the partially disoriented but otherwise unharmed Barbara into the capsule, took a picture of her holding a hand-lettered sign that read "Kidnapped", sealed her up, and buried her in the Georgia woods.

The lower section of the capsule – the end at Barbara's feet – was walled off and contained a car battery, an electric fan ducted to aboveground and a pump to expel any water that happened to seep in. With Barbara were a light bulb and switch connected to the battery, a couple blankets, water, tranquilizers, some candy for food, a bucket for bodily waste, and a long and highly detailed note.

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The note, which taxes credulity given its mix of cold logic, instructions regarding the equipment in the capsule, and its attempt to reassure the victim, explained that she would not be harmed and that there would be sufficient air for her to remain alive for about a week. It contained details about the amperage draw of the fan motor, sump pump, and light bulb. In a haphazard way it explained that the use the pump and fan would reduce her overall life expectancy by draining the battery and thus reducing the length of time the all-important ventilation fan would run. Barbara was left alone and frightened, and only able to guess how long she could use the light, which provided some comfort in her grave-like prison.

Krist's note also provided reassurance that he and his co-conspirators would be nearby in a house and would check on her every couple of hours. Krist wrote that she should not worry because she'd be safe regardless; he promised that even if the ransom was not paid he would release her and that "you'll be home for Christmas one way or the other."

But the note also warned her not to break the screening on the ventilation system or she risked being eaten by ants, and not to try to break out of the box or the water in the soil would flood it and drown her. How considerate. Also, there was no nearby house where the kidnapers were staying, and Krist and Eisemann-Schier immediately left the area to arrange the ransom and never once checked on her. Partway through her confinement the light bulb burned out and she was left in complete darkness.

## The Einstein of Crime

Krist had a crime record going back to his youth. In his early twenties he was incarcerated at a vocational institute in Tracy, California where he scored 148 on an IQ test, the highest they had ever seen. He escaped and



Kidnappers Gary Steven Krist (left, during his trial) and Ruth Eisemann-Schier

eventually made his way to Florida. He got a job at the Miami Institute of Marine Sciences under the alias of George Deacon. Acquaintances described the 23-year-old as very intelligent, charming when he needed or wanted to be, and very arrogant. He considered himself superior to everyone around him, and later in life referred to himself as "the Einstein of crime." During his later trial he told a court-appointed psychologist that "I am a superior human being." He was competent at some jobs and did them very well, and was a know-it-all about everything else. While in Miami he met his future accomplice Ruth Eisemann-Schier and perfected his long-simmering plot to kidnap a rich heiress.

Before the kidnapping, Krist buried a ransom note outside the Mackle home in Coral Gables. He now called the Catholic church the Mackles attended and told a priest where to find it. The note, true to Krist's nature, was long and obsessively detailed about the location where the ransom was to be paid, the method by which it was to be delivered, the nature of the money to be used (all cash of course), and even the dimensions of the suitcase they were to put it in. The ransom was \$500,000, an incredibly large sum by the standards of 1968.

The Mackles were able to gather

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the full amount within a day and made arrangements for the drop. The FBI was involved by now, but let the Mackles have a free hand in dealing with the kidnapers and paying the ransom. They did, however, record each and every serial number of the 25,000 twenty-dollar bills that made up the ransom. This was to prove vital in apprehending Krist.

Oddly, the superior Mr. Krist got the name of the street wrong where the ransom drop was to take place, and this led to complications. Robert Mackle could not find the location. Krist and Eisemann-Schier were lurking nearby, and were nearly apprehended by local police who were not involved in the investigation and merely chanced to see two suspicious characters. A second drop was arranged. Krist got his money and he and Eisemann-Schier split up, supposedly to rendezvous later in Texas. But their run-in with the cops had forced Krist to abandon his car, which was crammed full of incriminating evidence, including the “Kidnapped” photo he took of Barbara. The FBI quickly identified Krist and Eisemann-Schier as the prime suspects. Nice work there Mr. Genius.

Fortunately for everyone, Krist remained true to his word and called the FBI from a pay phone to explain where to find Barbara. After some frantic searching, the local Georgia authorities found the burial site on December 20 and dug up Barbara. After 83 hours underground, she was weak, dehydrated, and shaken, but otherwise unharmed. She was obviously blessed with a strong spirit and she recovered quickly from her ordeal, put it behind her, and got on with life.

## The Escape

Back then, this crime commanded the nation’s atten-

tion with the same compulsive force that a terrorist attack would today. It was big news, and everyone knew about it. Krist was a marked man.

He drove with his ill-gotten cash and a fake name to a West Palm Beach boat dealership. He selected a 16-foot Orlando Clipper and paid \$2,240 for it in twenty-dollar bills he pulled from a paper sack. Then he drove off with his boat in tow. The dealer at first was happy with his windfall cash sale, but later that day put two and two together and phoned the FBI. Sure enough, the serial numbers on the twenties matched those in the ransom.



The spot in the Georgia woods where Barbara was buried.

By then, Krist had a head start of several hours. Some thought he had headed to the Bahamas, and a Coast Guard plane was dispatched to search. But the boat he chose was relatively small and not designed for ocean crossings. So he must have taken one of the countless

canals or creeks that lace southern Florida to the Intracoastal Waterway and then to Florida’s west coast and the Gulf of Mexico. He would have to pass through four locks along the way, so the FBI called the lock keeper at the first lock Krist would have to transit. He positively identified Krist and his boat, and the chase was on. Krist made it through three locks that day but was too late to make it through the fourth. He spent the night hidden somewhere along the way. The next morning Krist made it through the last lock.

As Gene Miller wrote in **83 Hours Till Dawn**, “Krist could have hardly selected a more cumbersome escape route. Waiting for the locks, identifying himself and his boat repeatedly, hung up overnight, channeled for miles in a canal only fifty feet wide, Krist would have been a sitting duck to any sort of organized force that could have

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found him. Yet, quite obviously, he had succeeded. For sheer brazenness – or sheer stupidity – it rivaled his act of the day before, the purchase of the boat with \$20 bills pulled from a brown paper sack.”

And he was particularly vulnerable from the air.

## The Manhunt

On the morning of December 21, 1968, Lieutenant Duane Coppock of the U.S. Coast Guard and another pilot received notice from their commanding officer to prepare their planes for a very special mission. For this one, Duane’s copilot was an FBI agent. There was a second G-Man in the back of the plane. They took off out of Miami Coast Guard Base and flew to the northwest. By then the FBI knew that Krist had made it through the last lock so they knew precisely which waterways to search.

Duane kept the Albatross down at only a couple hundred feet so they could see the details of the boats they flew over. Even in the middle of winter Florida has great boating, so there were many small runabouts running about. Every time they saw one Duane would dip down and the agents would scan the boat with binoculars. The guy in back was standing at the right hatch, which was open, and was strapped in for safety. All the boat operators and passengers waved at the big low-flying Coast Guard bird... except one. He was alone, in an Orlando Clipper about 16 feet long, and he did not even look up. Duane took the plane really low, to about forty feet. His stand-in copilot signaled with a thumbs-up that it was Krist. They radioed for assistance, and Duane circled around Krist for about an hour as he continued to drive his boat hard to the west.

Krist nearly made it to the west coast. He did make it to the salt water of the Charlotte Harbor Estuary near Port Charlotte, but when two Coast Guard helicopters appeared Krist immediately executed a hard right-hand turn and beached his boat on Hog Island. This as it turns out was a bad choice. Hog Island is really just a mangrove swamp and impossible to walk through. His boat grounded on the mud flats and he slogged his way



Duane answers a question after his presentation. Behind him is new PCAM President Jim Sartain, and a projected photo of USCG Albatrosses.

through the mud to the shelter of the trees. Duane and his plane continued to circle for a while, well out of the way of the helicopters, but it was clear it was now a foot chase. It would be impossible to spot Krist through the tree canopy. Mission accomplished, Duane headed back to base.

## The Aftermath

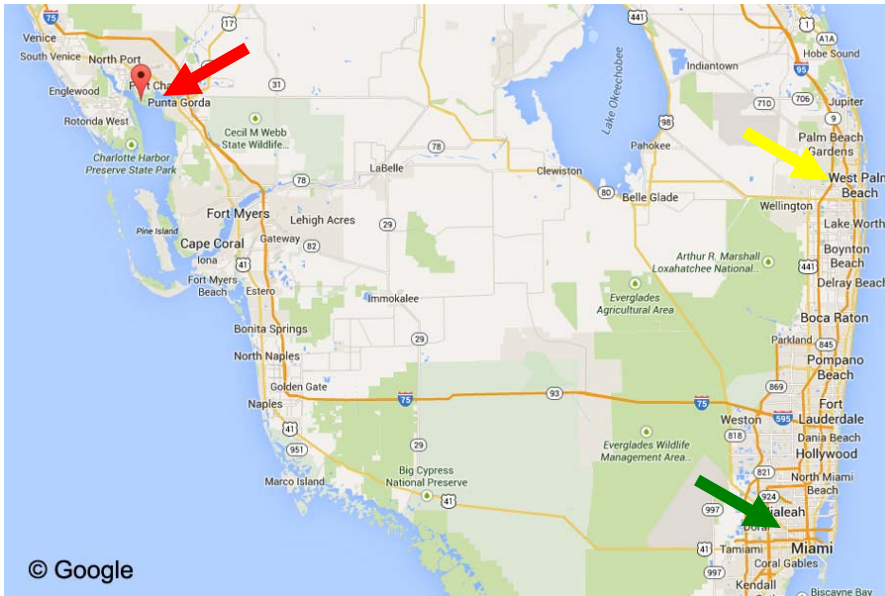
Krist was apprehended the next morning after enduring all the alligators, poisonous snakes, quicksand, and tree roots Hog Island could dish out. Virtually all of the \$500,000 was recovered.

Krist was later tried and convicted. At that time, kidnapping for ransom was a capital crime in Georgia but he avoided the death penalty because his victim, Barbara Mackle, asked for leniency. He was sentenced to life in prison. Ruth Eisemann-Schier was apprehended in Oklahoma 79 days after the kidnapping, after becoming the first woman ever on the FBI’s Ten Most-Wanted list. She served four years of a seven year sentence and was deported to her native Honduras.

Inexplicably, Krist was paroled after only ten years by charming the parole board into believing he had been rehabilitated. He later connived to receive a formal pardon and once that was granted, he became a doctor. He could not hold a medical position in the U.S. because his criminal past kept coming up. Within the last decade and a half he has been in and out of prison for cocaine importation

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The Mackles paid the ransom at Coral Gables, in the vicinity of Miami (green arrow). Krist bought his escape boat in West Palm Beach (yellow arrow) and crossed the state via the many waterways, locks, and Lake Okeechobee (top right). He was finally apprehended at Hog Island (red arrow, upper left.) Duane flew from the Miami Coast Guard station and back.

and smuggling of illegal aliens. Authorities even found a cocaine lab hidden under his garden shed.

Barbara Jane Mackle seems to have recovered completely from her ordeal, and went on to marry Stuart Woodward, the man whom Krist and Eisemann-Schier claimed had been in a car wreck. Apart from collaborating with Gene Miller to write **83 Hours Till Dawn**, the definitive work about these events, she has not spoken publicly about the case since the end of Krist's trial.

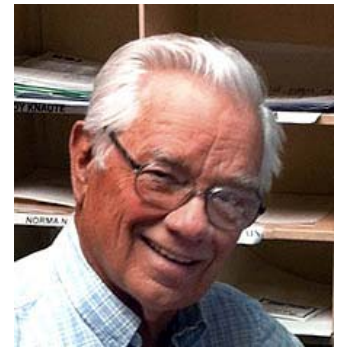
In some ways this was a typical Albatross mission, and in some ways it was not. It involved long hours of flying low, searching, and searching some more. And typical for the Coast Guard, the mission was connected with protecting the public. What was not typical were the two FBI agents and the fact that the object of the search did not want to be found and would not willingly step into the waiting arms of a rescuer. Do you remember the Albatross in the movie "The Expendables," described in the July 2014 issue of this newsletter? That one had fixed forward-firing .50-caliber machine guns for strafing. If we lived in the same fantasy world as The Expendables, Krist may not have been so

lucky as to have been merely spotted from an Albatross. Count your blessings, Einstein.

Duane relied upon the book **83 Hours Till Dawn**, written by Miami Herald reporter Gene Miller and Barbara Jane Mackle, for details of the kidnapping and manhunt. A brief account can also be found online at [http://en.wikipedia.org/wiki/Barbara\\_Jane\\_Mackle](http://en.wikipedia.org/wiki/Barbara_Jane_Mackle). More on Gary Krist and a good summary of the case can be found here: [http://www.crimelibrary.com/gangsters\\_outlaws/outlaws/gary\\_krist/l\\_index.html](http://www.crimelibrary.com/gangsters_outlaws/outlaws/gary_krist/l_index.html)

## About Duane Coppock

Duane was born in Healdsburg and graduated from Analy High School in 1953. He then attended Cal Poly, graduating in 1957



with a BS in Poultry Husbandry. In 1957 he applied for Officer Candidate School with the U. S. Coast Guard. A Coast Guard aviator came and asked if anyone were interested in flying. His hand went up and that was it for chickens. Duane earned his Navy wings in 1960 and went on to fly with the Coast Guard for 17 years. During a tour out of Quonset Point, Rhode Island, he accumulated over 200 hours flying Albatross #7245, which is now part of the PCAM collection. He then served a stint out of Miami during which he participated in the Gary Krist search. He also flew C-123 Providers to service two LORAN stations in the Bahamas, in the dreaded Bermuda Triangle no less! He retired in October, 1977, with a rank of Lieutenant Commander. After his retirement he ran a one-person business for many years. In 2001 he joined the Pacific Coast Air Museum after recognizing #7245 in our collection. In 2002 the Executive Director resigned and Duane was hired to take his place. He served as Executive Director until 2005. He remained as assistant in the office and crew chief on the Albatross. He is still very active today, helping with many aspects of running the Museum. ★



## February 18 Guest Speaker:

### Lynn Hunt: My Brief Career as a Naval Aviator, or Flying a Grumman Albatross from the USS Carl Vinson

February's guest speaker, Lynn Hunt, returns to the podium after a short absence to share another of his slightly embellished stories. In 1995 Lynn received an invitation to possibly the largest party ever held. The invitation was from the US Navy and the location was Hawaii. In July his transportation arrived in the form of a nuclear aircraft carrier, the U.S.S. Carl Vinson CVN-70. His presentation, "My Brief Career as a Naval Aviator", recounts the events that led to him flying his Grumman HU-16 Albatross ("911", also known as "Proud Mary") off of a pitching carrier deck and a week-long series of events. Plan to come and hear how Lynn and a group of civilian aviators were given command of a carrier and invited to fly their private aircraft into the history books.



#### About Lynn Hunt

Lynn was born and raised in Santa Rosa and grew up around aviation. It was being the son of a WWII B-25 pilot that gave Lynn what he calls his defective (aviation) gene. A founding member and multi-term President of the Pacific Coast Air Museum, Lynn has two sons, Dana and Aaron who have also retained that special gene that ties them to flying, the Albatross and PCAM. Lynn was also part owner of Aerocrafters Inc., a vintage-aircraft restoration company formerly located at the Charles M. Schulz-Sonoma County Airport.

#### Time and Location:

Wednesday, February 18, 7:00 p.m.  
Mesa Beverage Company, Inc.  
3200 N. Laughlin Road. Santa Rosa, CA ✪

### Gift Shop February News: Kids' Snowbirds Jackets

The Canadian Forces Snowbirds are coming to the 2015 Wings Over Wine Country Air Show this September! Show your enthusiasm for our Canadian friends and comrades with these great jackets. Children's sizes 3 (toddler) through 12 are now available in the Gift Shop. \$39.99 - \$43.99.



**Get your discount!** All members of the Pacific Coast Air Museum get a 10% discount on these and all other regularly priced merchandise! ✪

### Air Show Flashback

There's always a line for the climb-aboards at Wings Over Wine Country, but it's worth the wait. Our A6-E Intruder (left) and EA-6B Prowler (right) are popular in part because they can seat two or four at a time respectively.



## An Accolade for Our Newsletter Editor

By Christina Olds

If you're reading this Straight Scoop newsletter, you're probably aware of the high quality and dedication our editor Peter Loughlin puts into every issue. His stated goal is to tell about all the great things our Museum does, and to generate excitement about our collection and our mission in the community. Well, we think he's done a great job of doing just that. He also manages the websites for PCAM and the Wings Over Wine Country Air Show, writes and manages our email blasts, and contributes in a number of other ways. As I got to thinking about all this in advance of our December member meeting and awards ceremony, I realized some special recognition was in order. And, inspired by some traditional seasonal poetry and feeling a bit creative myself, I came up with the following. I was also confined to bed with a terribly painful back, and could do little else. Or maybe it was the pain meds. Despite its light tone, the praise is real. It is printed and framed along with a feather pen which was one of several my father Robin Olds made for my sister and me when we were kids. It was presented to Peter at the January meeting.

### THE GRAND ORDER OF THE FEATHERED SCRIBE

Awarded by the Pacific Coast Air Museum

*\*\*E-Scoopabis Plura in Victoria Scribo\*\**

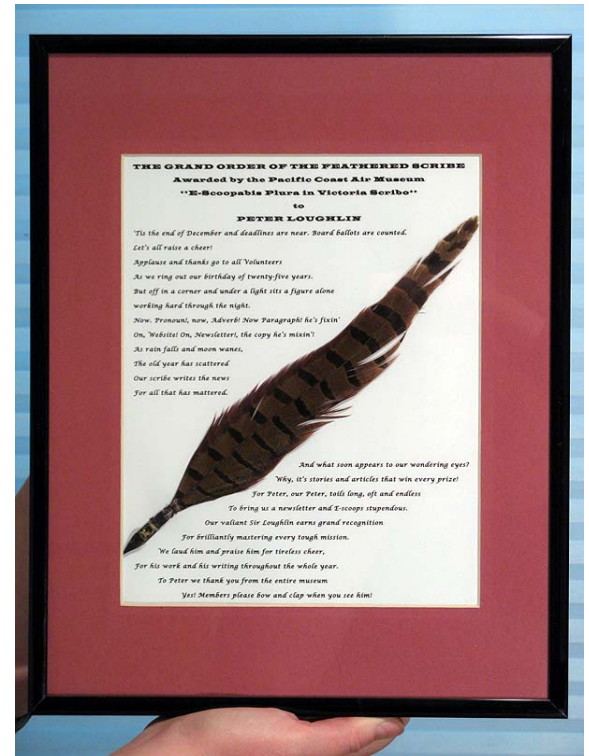
to  
PETER LOUGHLIN

'Tis the end of December and deadlines are near.  
Board ballots are counted. Let's all raise a cheer!  
Applause and thanks go to all Volunteers  
As we ring out our birthday of twenty-five years.

But off in a corner and under a light  
Sits a figure alone working hard through the night.  
Now. Pronoun!, Now, Adverb! Now Paragraph! he's fixin'  
On, Website! On, Newsletter! The copy he's mixin'  
As rain falls and moon wanes, the old year has scattered  
Our scribe writes the news for all that has mattered.

And what soon appears to our wondering eyes?  
Why, it's stories and articles that win every prize!  
For Peter, our Peter, toils long, oft and endless  
To bring us a newsletter and E-scoops stupendous.  
Our valiant Sir Loughlin earns grand recognition  
For brilliantly mastering every tough mission.

We laud him and praise him for tireless cheer,  
For his work and his writing throughout the whole year.  
To Peter we thank you from the entire museum.  
Yes! Members please bow and clap when you see him! ✨



*Thanks Christina and everyone else. This award has a very special place on a wall at home. Truly, this newsletter is the most fun I've ever had with a writing project, and you all make it easy. Now, if any of you have anything you'd like to write, either once or on a regular basis, send it in! It makes a far better newsletter when we have more contributors!*

— Peter Loughlin

### New Members Since the Last Newsletter

Kurt & Bonnie Engel Family, Santa Rosa  
Ian & Iain Wayman Family, Peyton, CO  
Marilyn & John Pahr Family, Santa Rosa  
Nicolas & Natalie Morlet Family, Santa Rosa





## The Pacific Coast Air Museum

### Location

One Air Museum Way, Santa Rosa, CA, 95403  
[www.pacificcoastairmuseum.org](http://www.pacificcoastairmuseum.org)  
707-575-7900

At the Charles M. Schulz-Sonoma County Airport, north of Santa Rosa. Hwy 101 north to Airport Blvd. and go west. Turn left on North Laughlin Rd, right on Becker Blvd. then right on Air Museum Way.



### Hours

Tuesday, Thursday, Saturday and Sunday.  
10:00 a.m.—4:00 p.m.

### “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 more information.

### Member Meetings

Normally held on the third Wednesday of each month, 7:00 p.m. at Mesa Beverage Company, Inc. 3200 N. Laughlin Road, Santa Rosa, CA

### “Straight Scoop” Newsletter

The museum newsletter, “Straight Scoop” is published monthly and is available online on the museum’s web site. Members are encouraged to submit articles for possible publication. Deadline: 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 Peter Loughlin, Editor: [pcam-news@loughlinmarketing.com](mailto:pcam-news@loughlinmarketing.com), 707-575-7900.

### Membership Renewals

\$40 per year individual; \$60 per year for families. Send renewals to the museum, address below.

### Address Corrections

Please send to Pacific Coast Air Museum, One Air Museum Way, Santa Rosa, CA 95403

Visit our web site at [www.pacificcoastairmuseum.org](http://www.pacificcoastairmuseum.org) or call 707-575-7900 for more information.

Read the “Red Baron Flyer,” the quarterly newsletter of the Charles M. Schulz-Sonoma County Airport: <http://www.sonomacountyairport.org/red-baron-flyer>

## Board of Directors

- Larry Carrillo 707-888-0789
- Tom Chauncy 707-542-3529
- Art Hayssen 707-321-2040
- Julia Hochberg 707-523-2800
- Lynn Hunt 707-235-2552
- Anthony Marinelli 707-695-6886
- Don Mackenzie 408-605-3524
- Allan Morgan 707-575-7520
- Jim Sartain 707-528-1400

## Officers

- President**  
Jim Sartain 707-528-1400
- Vice President**  
Julia Hochberg 707-523-2800
- Secretary**  
Anthony Marinelli 707-695-6886
- Controller**  
Tim Delaney 707-542-1110
- CFO/Treasurer**  
Judy Knaute 707-545-7447
- Director of Museum Operations**  
Christina Olds 707-575-7900
- Director of Marketing**  
Doug Clay 925-736-7962
- Director of Aircraft & Assets**  
Ron Stout 707-327-8199
- Director of Aircraft Acquisitions**  
Mark Fajardin 707-477-0377
- Director of Flight Operations**  
Lynn Hunt 707-235-2552
- Air Show Director**  
Nancy Heath 707-477-4307
- Director of Education**  
Allan Morgan 707-575-7520

## Valuable Assets

- Administrative Assistant & Facilities Manager**  
Duane Coppock 707-546-4388
- Aircraft Acquisitions**  
Mark Fajardin 707-477-0377
- Educational Tour Coordinator**  
Allan Morgan 707-575-7520
- Exhibits Coordinator**  
Mary Jane Brown 707-566-9032
- Gift Shop Manager**  
Mike Lynch 707-575-7900
- Guest Speaker Coordinator**  
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- Business Development Dir.**  
Roger Olson 707-396-3425
- Membership Records**  
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- Sunshine & Sympathy**  
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- Planned Giving Coordinator**  
Barbara Beedon 707-695-3683
- Oral History Program**  
Barbara Beedon 707-695-3683
- Volunteer Coordinator**  
David Kinzie 707-575-7900
- Volunteer Coordinator: Air Show**  
David Kinzie 707-575-7900
- Volunteer Chair Emeritus**  
Norma Nation 707-525-9845
- Newsletter Editor**  
Peter Loughlin 707-704-6498
- Web Administrator**  
Peter Loughlin 707-704-6498
- PCAM YouTube Video Channel**  
<http://www.youtube.com/user/PCAMvideos>



# **STRAIGHT SCOOP**

## **February 2015**

*Climb Aboard  
February 21-22, 2015  
Douglas DC-6 Cockpit*

**PACIFIC COAST AIR MUSEUM**

### **REMEMBER THESE DATES**

February 18, 2015	6:00 p.m. - 6:45 p.m.	Air Show Meeting at Mesa Beverage
February 18, 2015	7:00 p.m. - 9:00 p.m.	PCAM Member Meeting at Mesa Beverage
March 7, 2015	9:00 a.m. - 3:30 p.m.	Boy Scout Merit Badge Class (advance registration required)
March 18, 2015	6:00 p.m. - 6:45 p.m.	Air Show Meeting at Mesa Beverage
March 18, 2015	7:00 p.m. - 9:00 p.m.	PCAM Member Meeting at Mesa Beverage
April 15, 2015	6:00 p.m. - 6:45 p.m.	Air Show Meeting at Mesa Beverage
April 15, 2015	7:00 p.m. - 9:00 p.m.	PCAM Member Meeting at Mesa Beverage
April 25, 2015	9:00 a.m. - 3:30 p.m.	Boy Scout Merit Badge Class (advance registration required)

**Pacific Coast Air Museum**  
**One Air Museum Way**  
**Santa Rosa, CA 95403**  
**707-575-7900**  
**[www.pacificcoastairmuseum.org](http://www.pacificcoastairmuseum.org)**