



STRAIGHT SCOOP

PACIFIC COAST AIR MUSEUM

Volume XXI, Number 8

August 2016

GET TICKETS NOW! Air Show Less than 50 Days Away!

The Wings Over Wine Country Air Show sponsored by the Pacific Coast Air Museum is about a month and a half away!

We've got the most action-packed lineup of front-line military planes ever !



Get tickets now online: <https://wingsoverwinecountry.org/buy-tickets/>



USAF
F-22 Raptor



Canadian CF-18



USN F/A-18
Super Hornet

What will you see and hear?

- **F-22 Raptor**, only 5th generation fighter currently deployed anywhere!
- **CF-18** of the Royal Canadian Air Force
- **F-18 Super Hornet** from the US Navy

They'll all be doing full aerobatic performances, so bring your ear plugs!

There are lots of other great performers, exhibits, and things to see!

Volunteer and get in FREE. We still have lots of great volunteer opportunities. Work a few hours and see the show for free.

Sign up online: <http://www.signupgenius.com/go/5080945a9af2fa64-volunteer>

Last Air Show Meeting: Attend our final open meeting of the year on Wednesday August 17, just before the monthly member meeting.

<http://pacificcoastairmuseum.org/events/membermeeting/> ★

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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

Relocation to Dragonfly/Butler: We took our first step by signing a short-term lease for Area 52 as explained in last month's newsletter. There are a few more details to be worked out and we will be ready to order the storage containers that will be located there. I have also received the draft bill of sale for the purchase of the Dragonfly building, small hangar, and the Butler Hangar. I hope to have the draft lease agreement this week or next.

Mary Jane, Lynn, Connie, and Mike have formed a team and have started consolidating the Santa Rosa Avenue storage units. One has been emptied and turned back in. Two more are being worked on (so we will be down to two units shortly). Once we have the storage containers we will work to consolidate the half hangers also.

Help Needed: Please review the five positions that went out via email and are listed on page 4 of this newsletter: Exhibit Curator, Safety Officer, Education Coordinator, Volunteer Coordinator, and Development Administrator. If you have interest in any of these (or know someone who might) please contact Connie Reyerse at 707-575-7900 or creyerse@gmail.com.

The Gift Shop can also use additional volunteers. Please contact Mike or Alan at 707-575-7900 or giftshop@pacificcoastairmuseum.org.

Air Show, September 24 & 25: We are six and a half weeks out. Please spread the word through all your networks. We need volunteers, tickets are now available, and tickets for premium venues like the President's Club and Box/Bleacher seating are going fast. Buy them online now at www.wingsoverwinecountry.org.

Gala Fundraiser - Friday, September 23rd. See details on page 3. Again, please spread the word. And focus on selling tables of 8 for \$720. If you think of good prospects but don't want to make the calls yourself, contact Julie, Bill, or me. We will be happy to make the calls. For full information on the event see <http://pacificcoastairmuseum.org/gala-fundraiser>.

Hot Dog Thursdays: These continue to be a huge success. Thanks to ALL the HDT gang. You are all awesome.

Last Air Show Meeting: Wednesday, August 17 will be the last open Air Show meeting (at 6:00) followed by our Member Meeting at 7:00.

There will be no Member Meeting in September. There will be an Air Show Orientation and Safety Meeting on Wednesday, September 21 instead. It will be at 5:00 at the Museum.

— Jim Sartain

Gift Shop August News:

Volunteer Gift Shop Staff needed!

The Gift Shop is in need of volunteer staff. It's a fun, low-pressure job and you get to meet all the interesting people who come to visit... Veterans, pilots, and loads of folks who like airplanes. No experience? No problem! We'll train you! Contact Gift Shop Manager Mike Lynch at 707-575-7900 or giftshop@pacificcoastairmuseum.org. ☺



Gala Fundraiser will Raise Money for New Museum Facilities

By Julie Conklin

On Friday September 23rd, over 200 Pacific Coast Air Museum supporters will gather for drinks, dinner and auction bidding in the new Sonoma Jet Center hangar to further PCAM's mission to **Educate** and **Inspire** both young and old, to **Preserve** historic aircraft and artifacts and to **Honor** veterans. There will also be a brief update on PCAM's vision for our new museum location.

This is an opportunity for PCAM to raise much-needed funds for ongoing museum operations and our future relocation, and to educate prospective donors about PCAM. You can participate in the success of this community outreach event by promoting it to anyone you know who enjoys aviation or gala events.

At the Gala there will be one-of-a-kind auction items donated by many PCAM supporters including a Cooper Jacket with custom nose art by our own Don Ricci, dinner for 12 in the Robert Young wine cave, signed aviation prints, a San Francisco Bay tour by fireboat for 6 including lunch, an amphibious de Havilland Beaver fly-out for 4 to a lake for swimming and lunch, a paella dinner for 24 at Montemaggiore Estate Wines, a guided salmon fishing trip for 3 on the Rogue River, dinner for 12 at David Coffaro Estate Vineyard, and many more items.



Additional donations to the silent and live auction are welcome, as well as sales of raffle tickets for the "Check Ride of a Lifetime". The winner of the raffle will receive a personal flight suit and get 3 separate check rides in 3 different planes—PT-13 Stearman, AT-6 Texan and a P-51 Mustang (at left) What a kick!



At the 2014 Gala: The winning bidder for the custom flight jacket with a World War II Veteran of the 101st Airborne.

Tickets to attend are \$100 each. Tables of 8 are \$720. Raffle ticket sales are limited to 100 and are \$100 each (need not be present to win, but it is quite a party when the winner IS at the gala).

To donate items, buy raffle tickets, or buy gala tickets or tables, contact Julie Conklin at PCAMgala@gmail.com or call her at 707-486-4914.

Online you will find the gala under Events on the PCAM website at www.PacificCoastAirMuseum.org/events/gala-fundraiser

This event is made possible by donations from our sponsors including Syar Industries Foundation, Sonoma Jet Center, Jackson Family Wines, Rodney Strong Wines, Windsor Dental Group, JDH Wealth Management, Sanderson Ford, Merrill Arnone & Jones, Exchange Bank, Accent Printing, Healdsburg Rotary and Vic Trione.

(Editor's Note: We also owe special thanks to the hosts of the 2016 Gala - the core group that makes the Gala Fundraiser possible through the support of their personal contacts in agriculture and industry, as well as their families and friends: Bill and Julie Conklin, Rand and Susie Dericco, Mark and Peggy Decker, Marilyn and Tim Sanderson, Jim and Meredith Dreisback, Marlon Young and Tara Martinelli, and John and Susan Nelson.) ★

Volunteers Needed for Interesting and Fun Jobs at the Pacific Coast Air Museum

The Pacific Coast Air Museum is improving many of its processes and preparing for its move to new facilities. Many things are no longer "business as usual" and we need people who want to work with a fun and dynamic organization to help us accomplish some great things.

We need an Exhibit Curator! A Safety Officer! A Volunteer Coordinator! A Development Assistant! An Education Coordinator! And Gift Shop staff!

If you are interested in any of these, contact Director of Museum Operations Connie Reyerse at 707-575-7900 or creyerse@gmail.com.

Click on the links below to download descriptions of these positions.

Exhibit Curator

- Learn the job from our current Curator.
- Establish Museum exhibits that tell the story of the artifacts on display.
- Research and document the stories behind some of our artifacts.
- Select, organize and look after the Museum's inventory of artifacts.

Learn More: [Exhibit Curator](#)

Safety Officer

- Review our current safety conditions in the aircraft display field.
- Track the status of the safety equipment located throughout the PCAM grounds.
- Manage safety requirements for PCAM events.

Learn More: [Safety Officer](#)

Education Coordinator

- Help organize all the moving parts for our educators and docents.
- Develop and maintain contact with local schools and youth organizations.
- Create plan for student registration and payment management.

Learn More: [Education Coordinator](#)

Volunteer Coordinator

- Establish contact with interested members desiring to volunteer.
- Work with our division directors to help identify and obtain the personnel they need.
- Help Air Show Director build a roster of Air Show volunteers.

Learn More: [Volunteer Coordinator](#)

Development Administrator

- Help communicate our many and varied programs, events, and our vision for our future.
- Develop, verify and update data about donors, members and sponsors.
- Generate reports, letters and other documents for fundraising and donor development.

Learn More: [Development Administrator](#)

Contact

If you are interested in any of these roles, contact Director of Museum Operations Connie Reyerse at 707-575-7900 or creyerse@gmail.com. ★



Help Us Understand, Restore, and Fly the Oldest PCAM Airplane – The Rearwin Sportster

By Michael Elliot-Jones

The oldest plane in the PCAM collection is our Rearwin Sportster. It was designed in the early 1930s. Ours is a model 9000L built in 1940 and it carries serial number 659D, and registration number NC-25570. It's one of the Flight Wing aircraft, and we want to make it fly again.

Aircraft Statistics

Aircraft type cert: 624

Engine: Warner Scarab/LeBlond/Ken-Royce, 90 hp

Wing span: 35 ft Wing Area 166 sq ft

Length: 22.3 ft Height 6.75ft

Power loading 16.2 lbs/hpWing loading 8.8 lbs/sq ft

Empty weight 1460 lbs

Fuel capacity 24 gallons Oil capacity 2 gallons

Maximum speed 123 mph Cruising speed 110 mph

Landing speed 38 mph Cruising range 450 miles

More data is available at

<http://www.rearwin.com/sportster.htm>

The plane was donated to PCAM by the family of James Freese, a retired airline pilot who lived in Ukiah.

Below: PCAM's LeBlond engine from the Rearwin Sportster, showing the front cover with builder's plate.



The Flight Wing's Rearwin Sportster shortly after it was donated by the James Freese Family.

We took our first close look at the Rearwin's engine on July 14, 2016. It's a 7 cylinder LeBlond radial which arrived in pieces.

LeBlond Aircraft Engine Corporation was a small engine manufacturer incorporated on April 11, 1928 and located on the northwest corner of Madison and Edwards Roads in Norwood, Ohio as a subsidiary of the R. K. LeBlond Machine Tool Company in Cincinnati, Ohio, a well known manufacturer of machinist lathes (https://en.wikipedia.org/wiki/LeBlond_Aircraft_Engine_Corporation).

This engine was originally designed by one Glenn W. Angle in July of 1928. He filed patents no. 1670294 and 1637979 to protect his inventions included in the design, and the later one turns out to be a useful four pages for anyone looking forward to bringing PCAM's box of parts back into working order.

Effectively, Angle's design was patentable because it solved a number of problems involved during the assembly and disassembly of previous radial designs. For those interested, patents can be obtained at zero cost from <http://www.pat2pdf.org>

First of all, because various versions of this engine exist, including other 7 cylinder, and 5 cylinder versions, specifying precisely which engine we have may be of some importance.

The builder's plate is difficult to read, but full sunlight and some experiments with

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angles revealed a central trade mark and these specifications:

“LeBlond 90 Engine no. 7D362 spark advance 30” and “Set all tappets 005 Exhaust closes top center with 025 tappet clearance”

Because the plane was made in 1940, and the engine carries a LeBlond nameplate, it is likely that PCAM’s engine was made in Norwood near Cincinnati, apparently before the Rearwin Co. bought the engine manufacturing assets and renamed the company Ken-Royce Engines. It is still unknown whether the manufacturing assets were left to operate in Ohio, or were moved to Kansas.

Current Condition of the LeBlond 90

The engine arrived disassembled, with damage evident in three areas: main bearings, push rod lifters, and pistons.

First, the main load bearing where the rod and shaft assembly (R&SA) contacts the crankshaft consists of a silver Babbitt metal bearing set up in the two parts of the R&SA. These are shown in the center of Fig. 3. The silver inside face of the four-rod carrying half is facing the camera, and it is here that the damage to the engine is obvious. Interesting is the fact that the crankshaft segment which carries the R&SA silver bearing shows no visible damage, although we have yet to put a caliper on it. The crankshaft is made of drop-forged SAE 3240 steel. So, as one would expect, the much softer silver side of the bearing absorbed most of the punishment.

So, how did pieces of metal come to be floating around loose inside this engine? From various sources, it seems as though the following combination of design and behavior were to blame.



At left is the crankshaft, To its right is one half of the R&AS containing four slave rods. Here, towards the upper edge, the damage is clear. See the inside of the bearing facing the camera. The other half, containing the master piston rod and two slaves is obscured by the plastic bag at lower right, and that bearing surface is not pristine.

First, design. The engine was fed oil from a separate tank on the firewall. When the plane was stored, a valve between the tank and the engine was turned, manually, to CLOSED in order to prevent gravity from moving the oil from the tank to the bottom cylinders. That means that if the plane is taken out of storage and the engine is to be started, then the valve in the oil line must be turned to OPEN before swinging the prop.

Second, behavior. Apparently, someone forgot to open that valve and the engine was run. After someone discovered that the oil was not flowing, the engine was shut down. Anecdotes suggest the engine was given a quick inspection, and then transferred to a test bed with an oil source turned OPEN. It failed on the test bed. The oil likely carried the fragments of metal around in the engine until they ended up in the main bearing where damage became obvious. In addition it seems that some damage also occurred in the mechanism for moving the valves. See photo on next page.

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Who was involved and what actually happened is obscure, and really not our problem. What is evident is that only one of the three main bearings that carry the crankshaft are among the parts of the engine transported back to PCAM from Ukiah. So it is possible that the other two bearings failed and fragmented.

In any event, the implications for PCAM are quite clear:

First, every part of the engine not disassembled should be if there's a possibility of contamination.

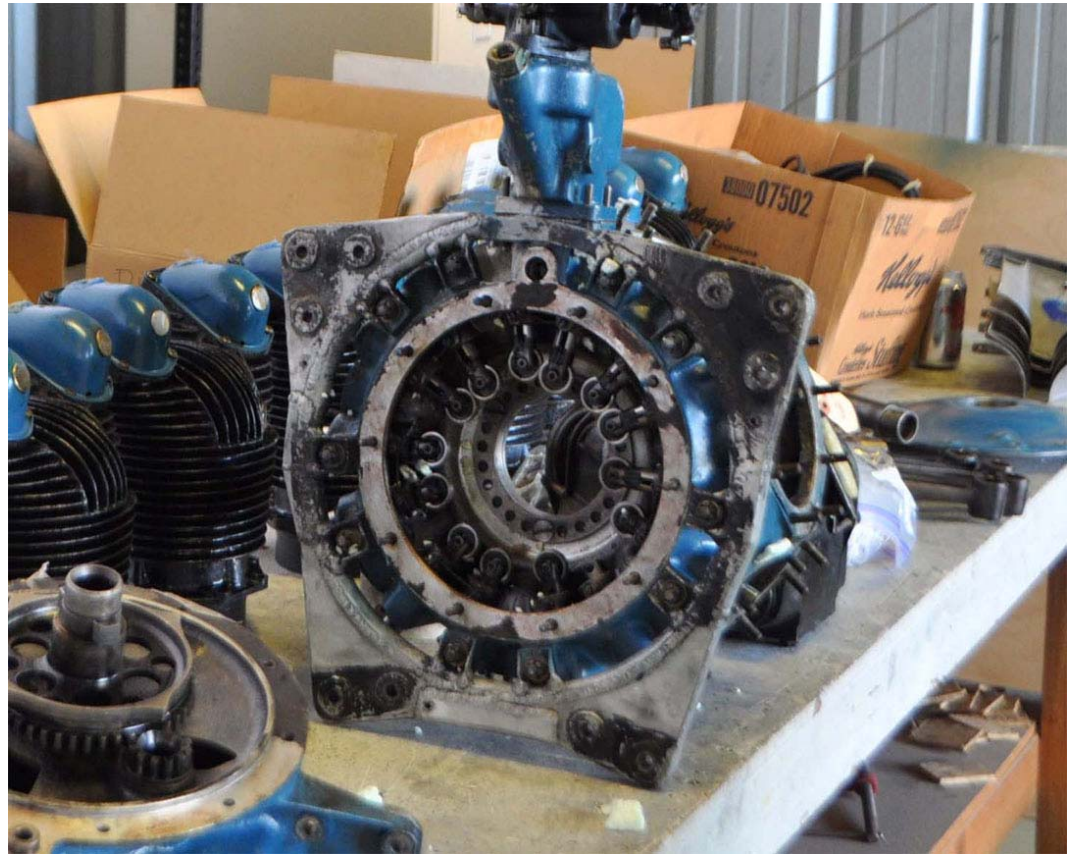
Second, every part of all oil passages must be cleaned and scoped to make sure no more bits of metal are lodged in the passages.

Third, the silver Babbitt bearing will have to be melted out and replaced with a newly poured Babbitt. Our leader, Mr. Hunt, says that looks like fun!

Fourth, as pointed out on the previous page, the valve idlers that are run by the cam must all be inspected and the damaged ones must be repaired or replaced. More fun. Especially considering the likely difficulty in obtaining parts for an engine that has not been made since the mid 1940s, and which was obscure in its heyday. Rolls Royce Merlin parts we can get. Pratt & Whitney 2800 parts we can find. LeBlond 90 parts may be another story.

An Early Assessment

The first Lynn Hunt impression on July 14, 2016 is that there are no project-killers yet. There are probably at least a few expensive repairs, and replacement parts



At the back of the engine, in the open circle, a four-lobed cam runs at one eighth of crankshaft speed. That cam is visible in the lower left corner. The small wheels forming an incomplete circle in the back-plate are attached to the push rods that operate the valves. Incidentally, there is no oil feed to the valves. Valves are inside grease cups – the small blue hats on each side of the cylinders in the background. So, on a long trip, the pilot has to bring along his grease gun and make sure all 14 valve cups are full at each stop.

necessary, but that engine will probably run again, and probably within two years.

And with some new fabric, plus this and that etc., etc., this 1940-built aircraft, designed in about 1935, powered by an engine patented in 1928, will probably fly again.

To bring the Sportster back off the ground, PCAM needs those guys and gals with hands that remember old engines.

And PCAM needs those guys and gals with fabric talent to re-cloak that beautiful wooden frame again. For now, this author is just the first amateur worker on this plane – our oldest plane – the Rearwin Sportster. ★

USN T-28B

A Trip to the Hornet Museum

By Duane Coppock

PCAM had its annual bus tour on Saturday July 23rd. We went to the USS Hornet Museum in Alameda.

But why mention a T-28 trainer in the article title? I'll get to that in a minute.

We left Santa Rosa at about 08:30 and arrived at the Hornet Museum in Alameda a little before opening time. The tour started with a short film about the Hornet, its history, and the history of other US Navy ships named Hornet. The carrier Hornet (CV-8) was in service with the US Navy when WWII started and the Doolittle Raiders launched from that ship for their famous raid on Tokyo. Shortly thereafter Hornet 8 was damaged in combat, and it was sunk by our own Navy to keep it out of the enemy's hands. A new Essex class carrier was under construction and it was decided to name it Hornet CV-12. And here it is at right. This is the ship and its helicopters that recovered the Apollo 11 crew after their 1969 trip to the Moon: Neil Armstrong, Buzz Aldrin, and Michael Collins. The ship has a great display of an identical capsule and the equipment for that recovery.



Of seventeen decks, fourteen were available for guided and self-guided tours. We got to see the bridge, primary flight control (pri-fly), flight deck, hangar deck, ready rooms, engine room, galley, and more. On the hangar deck was a TBM Avenger, S-2F Tracker and A-4 Skyhawk. The flight deck had an F-8 Crusader, F-14 Tomcat, a T-28 Trojan, and one other airplane.

MONTH		YEAR															
August		1959															
DAY	AIRCRAFT	SERIAL NUMBER	KIND OF FLIGHT CODE	TOTAL PILOT TIME	FIRST PILOT	CO. PILOT	SUM PILOT	CODES		INSTRUMENT		DAY		TIME			
4	T-28	140550	144	1.4			1.4										
5	"	140578	"	1.3	1.3												
5	"	"	"	1.2	1.2												
7	"	138349	"	1.0			1.0										
7	"	"	"	1.1			1.1										
10	"	140639	"	1.2	1.2												
11	"	140571	"	1.3	1.3												
12	"	138124	"	1.5			1.5										
14	"	140522	"	1.2	1.2												
17	"	140544	"	1.3	1.3												
20	"	138349	"	1.5			1.5										
21	"	140571	"	1.3	1.3												
21	"	"	"	1.2	1.2												
24	"	140634	"	1.2			1.2										
TOTAL THIS PAGE		16.7	17.7	10.0	7.7												
BROUGHT FORWARD		60.4	17.5	4.9	12.6												
TOTAL TO DATE		77.1	35.2	14.9	20.3												
*See page 2 for codes.		TOTAL ACCUM. PILOT TIME		35.2		TOTALS, THIS FISCAL YEAR											

Now, about that T-28. If I see an Albatross or a T-28 I like to record its bureau number and then check my log book in case I actually flew that plane while I was in the Coast Guard. I recorded this one (T-28B N4614 138349) and I checked my log book on Sunday. WOW! Turns out I flew the Hornet's T-28 three times: twice on August 7, 1959 and once on August 20. Then I counted the years: 57 years ago. Great memories and happy to have all those experiences.

Many thanks to the Hornet docents for a really fine day. ★



At left: Duane's logbook from 1959 shows that he flew the Hornet Museum's T-28B Trojan #138349 three times while he was with the Coast Guard. Here's the plane itself, on the flight deck of the Hornet Museum in Alameda.

Flight Simulator Update

By C J Stephens

The new 3D flight simulator has been powered up and runs great.

The New 3D Virtual Reality Fighter simulator has been moved to the Gift Shop. We are in the final stages of uploading the programs and final testing. Soon it will be available for operation.

This simulator will be available for public use for a fee. Members will be able to use it for a discounted fee. It will be under the care, of and operated by, a small list of volunteers. We are still working on the schedule when it and the instructors will be available.

This simulator provides an extraordinary illusion of real flight in a number of aircraft. Stay tuned for grand opening and availability.

If you are interested in being a simulator co-pilot and helping the public use this wonderful equipment, please contact me, C J Stephens, at 707-799-2878 or simplymag@sbcglobal.net. ★



The new 3D Flight Simulator in place in the Gift Shop. This is the actual nose section of an L-29 Delfin jet trainer. It doesn't move around on hydraulics like state-of-the-art flight simulators used by the military and commercial schools, but the overall experience is remarkably good.



Flight Wing News: Re-Skinning Cessna 170 Flaps & Ailerons

By Lynn Hunt

The Cessna 170 flaps are now re-skinned thanks to Jesse, Jason and Mike Joyce. We have the new skins for the ailerons and they are going back together too. This is a good opportunity for anyone wanting to learn about sheet metal, riveting and component assembly to come out and help.

In an effort to take advantage of the daylight and excellent summer weather for the weeks of August and into September, the Thursday evening work party from 5:00 to 7:30 will include pizza, beer and soft drinks for those hearty souls wanting to contribute the projects. It's great if you are a Flight Wing member but anyone is welcome. Park at the museum and call me at 707-235-2552. We are real close in hangar 101, just inside the gate across from the Museum. ★

Right: Re-skinning the Cessna has been an ongoing project for about two years. Here, Lynn Hunt preps the interior of the left wing prior to re-skinning.



In Case You Missed It: July 20 Member Meeting Guest Speaker: Tom King on the Ongoing Search for Amelia Earhart

Edited by Peter Loughlin

Our guest speaker at our July 20 Member Meeting was author and archeologist Thomas F. King, PhD, senior archeologist for TIGHAR. He spoke about the group's ongoing effort to solve the mystery of the disappearance of Amelia Earhart

TIGHAR (pronounced "tiger") is the acronym for The International Group for Historic Aircraft Recovery, a non-profit foundation dedicated to promoting responsible aviation archaeology and historic preservation. TIGHAR supports the Nikumoro Hypothesis, which postulates that Earhart and her navigator Fred Noonan made an emergency landing on Gardner Island (later renamed Nikumoro), survived for a time, and perished. This article was adapted from one posted to the TIGHAR website at <https://tighar.org/Projects/Earhart/AEdescr2.html>, as of July 28, 2016. It nicely sums up the evidence Tom related in his presentation. This provides only a broad overview of the evidence uncovered in over twenty-two years of rigorous investigation.

Text blocks in bold italic are TIGHAR hypotheses. The plain text that follows each presents the facts. As a group they make up the overarching Nikumoro Hypothesis.

Having failed to find Howland Island, Amelia Earhart and navigator Fred Noonan continued on the navigational line Amelia said they were following.

In the last in-flight radio message heard by the Coast Guard cutter Itasca, Earhart said, "We are on the line 157 337 We are running on line north and south." The numbers 157 and 337 refer to compass headings – 157° and 337° – and describe a Line of Position that passes through her intended destination, Howland Island. Running north and then south along that line in an attempt to find Howland makes perfect sense.

That line led them to uninhabited Gardner Island where Amelia landed the Electra safely on the island's fringing reef.

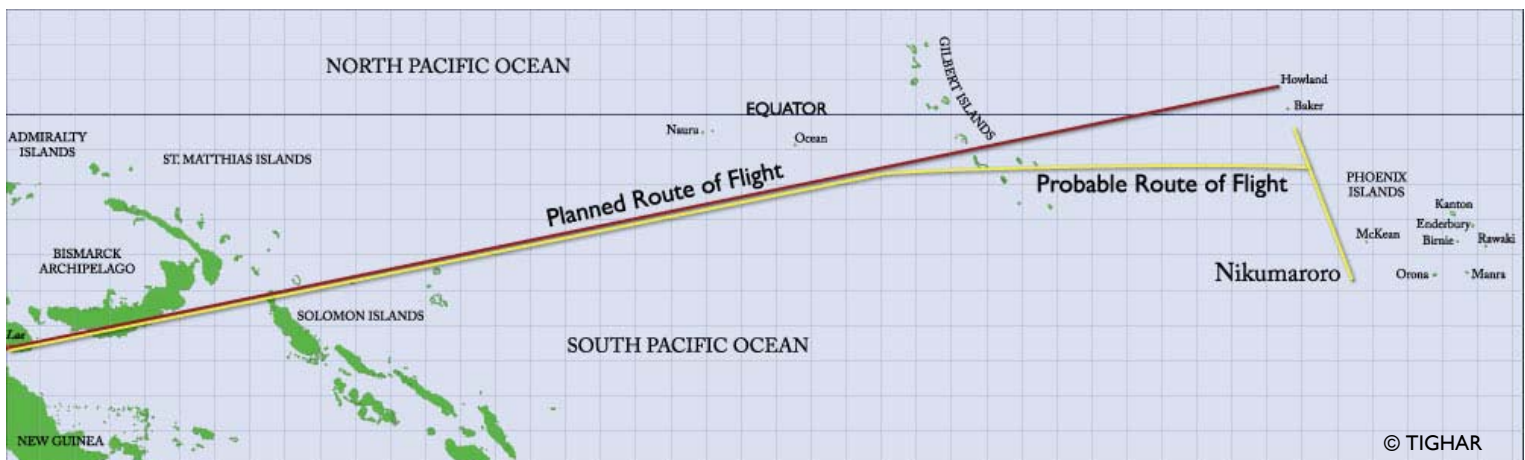
Gardner Island (now Nikumoro) lies on the 157/337 line, 356 nautical miles from Howland – well within the Electra's calculated range. In several places the fringing reef at Gardner Island dries at low tide and is flat and smooth enough to land an airplane.

For the next several nights they used the aircraft's radio to send distress calls.

Government, commercial and private radio operators around the Pacific and in the U.S. reported hearing the distress calls. Some were transparent hoaxes but several were judged to be genuine. The initial phase of the U.S. Navy search was based on the assumption that

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Below: The roughly north-south yellow line at far right is the Line of Position Earhart said she was following during some of her last verified radio communications with Howland Island. Nikumoro is right on that line. If she and Noonan were actually flying along that line, they most likely would have flown over Nikumoro. Its exceptionally flat reef makes a plausible emergency landing strip.



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the plane was on land, on its landing gear and able to operate an engine to recharge the batteries. It is a fact that radio bearings taken on the signals crossed in the vicinity of Gardner Island. Of six bearings taken by Pan American Airways Radio Direction Finding stations on Oahu, Midway, and Wake Island, the four strongest cross near Gardner Island. A seventh bearing taken by the Coast Guard also passes near Gardner.

By the time US Navy search planes overflow Gardner Island, rising tides and surf had swept the Electra over the reef edge.

One week after the flight disappeared, three U.S. Navy search planes flew over Gardner Island. By then, the distress calls had stopped.

The available evidence points to a landing on the reef on the west end

of the island. One of the last credible distress calls mentioned rising water. The Navy fliers saw no airplane but they did see "signs of recent habitation." They thought that all the islands in the area were inhabited so they moved on. In fact, no one had lived on Gardner since 1892.

The aircraft appears to have been washed seaward and become hung up in the surf zone at the reef edge.

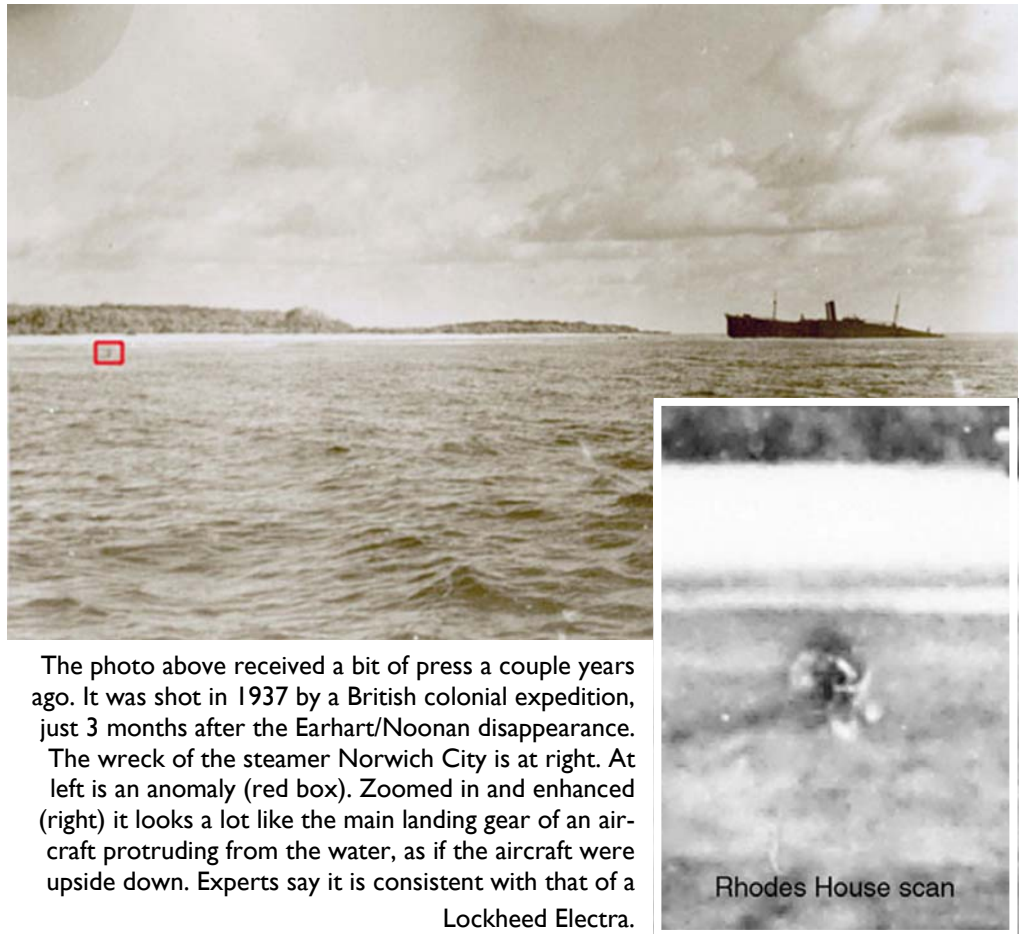
A photo of the area taken by a British expedition three months later (above) shows an unidentified object on the reef edge, which under modern photo analysis looks like aircraft landing gear. Later residents of the island told of aircraft wreckage in that location.

Artifacts found in an abandoned village were made by locals from debris from Earhart's Electra

Eighteen months after Earhart disappeared, the island (renamed Nikumaroro) was settled by a few dozen Pacific islanders under British colonial administration. The colony was shut down in 1963. Archaeological work in the abandoned village clearly shows that the residents had access to aircraft wreckage which they cut up and used for local purposes. Some of the recovered aluminum and Plexiglas is consistent with Earhart's Lockheed Electra.

Earhart and Noonan lived for a time as castaways on the waterless atoll, relying on rain squalls for drinking water. They caught and cooked small fish, seabirds, turtles and clams. Amelia died at a makeshift campsite on the island's southeast end. Noonan's fate is unknown.

In 1940, three years after Earhart disappeared, a British Colonial Service officer found the partial skeleton of a castaway on a remote part of the island. A campfire, animal bones, a box that had once



The photo above received a bit of press a couple years ago. It was shot in 1937 by a British colonial expedition, just 3 months after the Earhart/Noonan disappearance. The wreck of the steamer Norwich City is at right. At left is an anomaly (red box). Zoomed in and enhanced (right) it looks a lot like the main landing gear of an aircraft protruding from the water, as if the aircraft were upside down. Experts say it is consistent with that of a Lockheed Electra.

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contained a sextant, remnants of a man's shoe and woman's shoe made him think he may have found Amelia Earhart but, based on measurements, a doctor judged the skeleton to be male and American authorities were never notified.

The bones were subsequently lost, but computerized re-evaluation of the bone measurements by forensic anthropologists suggests that the skeleton was probably that of a white female of northern European descent who stood roughly Earhart's height. TIGHAR has found a site on the island that fits the description of where the castaway's remains were found in 1940. Archaeological excavations in 2001, 2007 and 2010 have found and recovered physical evidence suggesting residence by an American woman of the 1930s including several artifacts of the same type as items known to have been carried by Earhart. TIGHAR research has shown that serial numbers reported to have been on the sextant box found in 1940 are consistent with the make and model of sextant used by Fred Noonan.

Whatever remains of the Electra lies in deep water off the island's west end.

Tom summarized TIGHAR's 28 years of research, and its ongoing effort to find definitive remains of the Electra (which would most likely be in very deep water off the face of the island reef) and to sort out the evidence on the site where Earhart may have died. He will be leading another visit to the island in June-July 2017, and participants are welcome. Details are at www.niku2017.com.

About Thomas F. King

Tom holds a PhD in anthropology from University of California, Riverside. He is a former U.S. Government employee who is now a self-employed cultural heritage and environmental impact assessment consultant based in Silver Spring, Maryland. He spent his youth in Petaluma (1946-1961) cutting his teeth in anthropology investigating prehistoric Native American sites and organizing the now quiescent Northwestern California Archaeological Society. He is currently working with Cupertino-based Betchart Expeditions on the plans for the 2017 Nikumaroro expedition.★

August 17 Guest Speaker:

A Glimpse into the Life of Vietnam HUEY "411" Presented by Bob Broaddus, former Crew Chief & Door Gunner

Last Air Show Meeting of the Year Immediately Prior, 6:00 Same Location

Robert "Bob" Broaddus will make a presentation about life as a Huey crew chief and door gunner during the war in Vietnam. Bob served in Vietnam with the 56th Transportation Company from July



1969 to August 1970. Located at Long Thanh North airfield, his recovery unit's mission was to bring back helicopters, airplanes and personnel. One of the ships he flew was 68-15411 or simply "411". 411 is now safely enshrined at the Pacific Aviation Museum located on Ford Island at Pearl Harbor, Hawaii. Bob got to sit once again in Huey 411 on a recent trip to Hawaii.

About Bob Broaddus

Bob grew up in Ukiah, CA and graduated from Ukiah High School in 1966. He received his AA and Federal Aviation Administration Aviation Mechanics licenses. After his 14 months of combat, Bob finished up college on the GI Bill at Sacramento State. In 1973 he began work as an aircraft mechanic for Nation Flight Service here at the Charles M Schulz -Sonoma County Airport. He obtained his single and multi-engine commercial pilots licenses with instrument rating and flew as a part time corporate pilot.

Time and Location:

Wednesday, August 17, 2016, 7:00 p.m.

Air Show Meeting 6:00, same location

Columbia Distributing, formerly

Mesa Beverage Company, Inc.

3200 N. Laughlin Road. Santa Rosa, CA ★

The Old Jeep

By Paul Heck

Many of you have seen the old Army Jeep around the Museum. Perhaps you've seen it acting as Santa's limousine, or ferrying VIPs around the Air Show. Well I'm proud to say that's my Jeep, and here's how my family got it.

Long and short, my father traded a case scotch for it after the war.

After the end of World War II, Dad spotted an ad in the paper, saying they were selling surplus Army Jeeps at the Sonoma County airport. I'm told in those days money was pretty tight, but my father had access to a lot of booze. My family had always been in the wine business and they told me that during the war, booze was almost the best currency you could have. Well he called the guy up and asked him if he would trade a case scotch for a Jeep. The guy asked what brand of scotch. It must've been good scotch because a tentative deal was struck and Dad went over to the airport. He found they had rows and rows of Jeeps, all for sale. The deal was done, my father selected a 1944 model and drove it up to the Italian Swiss Colony winery where he worked as a vineyard manager. He used it for many years on the winery property.

We eventually acquired a trailer for it, and now keep them both in our hangar at the airport. It makes a great utility vehicle for the Museum. As an example, it and the trailer really came in handy for hauling hotdog equipment over to the Butler building for the recent Mustang Roundup car show.

The Jeep runs great. We have refurbished it a few times and keep it well maintained. My wife Maggie and I belong to a military motors club and drive it in veterans parades and other events. We like to take it out to the ocean from time to time. It's the perfect convertible, as the dogs will attest. They love to ride in it.



The thing I like best about it is that when we put the windshield down we are able to drive around with no obstructions and can see everything. It's so much fun it seems they should have a law against that, but not yet. Oh, and one more thing: no seatbelts required. You gotta love it. 🌟

Paul, in the driver's seat, with Santa Claus during the 2014 Santa Fly-In at the Pacific Coast Air Museum. Paul regularly uses the Jeep on the Museum's behalf, and it has become one of our organization's de-facto all-around utility vehicles. Thank you Paul!



Paul with his Jeep, and one of the Jeep's contemporaries: a Douglas DC-3.

Hot Dog Thursday September 1

Join us for the next Hot Dog Thursday on **September 1**. \$5.00 (\$4.00 for members) gets you admission, a large hot dog, chips, and soda or water. Hot Dog Thursday is an important fundraiser for the Museum, and also a fun social event.

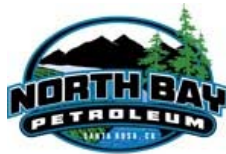


Firehouse Chili will be available for \$1.00 a bowl. You can scoop a bit of chili onto your 'dog for free, turning it into a chili dog! Ice cream will be available for \$1.00 too.

And we always have an airplane or two open for climb-aboard to keep the kids (and curious adults) occupied. We also set up shade awnings so there is plenty of shaded space in addition to our covered patio. Come on out!

We are grateful to these sponsors whose generosity makes the August Hot Dog Thursday possible:

- [Platinum Chevrolet](#)
- North Bay Petroleum
- [JDH Wealth Management](#)



Welcome to Hot Dog Thursday...
...An American [Gothic] tradition.

The Pacific Coast Air Museum's Platinum Sponsors

The Pacific Coast Air Museum thanks its Platinum Level Sponsors, whose contributions help make our museum the thriving community resource it is! If you would like to find out about sponsorship opportunities with the Pacific Coast Air Museum, contact Roger Olson, Director of Business Development, 707-396-3425 or rogerolson427@gmail.com ★



The Pacific Coast Air Museum

Location

One Air Museum Way, Santa Rosa, CA, 95403
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

Wednesday, Thursday, Friday, Saturday and Sunday.
 10:00 a.m. - 4:00 p.m. Closed on major holidays.

Open Cockpit Weekends

One or more aircraft are open for close examination the third weekend of each month (weather permitting) and you can even climb aboard some of them! For more info phone 707-575-7900 or visit www.pacificcoastairmuseum.org.

Member Meetings

Normally held on the third Wednesday of each month, 7:00 p.m. at Columbia Distributing, 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, 707-575-7900.

Membership Renewals

\$50 per year individual; \$100 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 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>

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PCAM YouTube Video Channel

<http://www.youtube.com/user/PCAMvideos>



STRAIGHT SCOOP

August 2016

Open Cockpit
August 20-21, 2016
Vietnam Weekend

*F-4C Phantom II, C-1A Trader, UH-1H Huey,
RF-8G Crusader Cockpit, HU-16E Albatross*

REMEMBER THESE DATES

August 17, 2016	6:00 p.m. - 7:00 p.m.	Air Show Meeting at Columbia Distributing... ...Last open meeting before the Air Show!
August 17, 2016	7:00 p.m. - 9:00 p.m.	PCAM Member Meeting at Columbia Distributing
September 1, 2016	11:30 a.m. - 1:00 p.m.	Hot Dog Thursday
September 23, 2016	5:00 p.m.—9:00 p.m.	Gala Fundraiser at Sonoma Jet Center Hangar
September 24-25, 2016	10:00 a.m. - 4:00 p.m.	Wings Over Wine Country Air Show
October 6, 2016	11:30 a.m. - 1:00 p.m.	Hot Dog Thursday - Last of the season

Pacific Coast Air Museum
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