

This restaurant's simply *the bomb*--and the Portland landmark may fly again

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Staff Writer

Art Lacey, gas station owner from Oregon, arrived at Altus Air Force Base in Oklahoma in 1947 and put down \$13,750 for a Boeing B-17G "Flying Fortress" with only 26 hours of flight time. The Air Force wasn't too sure about his sanity in using the bomber for his gas station, but they sold it to him anyway.

Lacey flew the World War II bomber, built by Lockheed during the war, from Oklahoma to Troutdale, where he landed the plane and loaded it in sections onto four flatbed trucks and brought it home to Milwaukie. The bomber has been overlooking McLoughlin Blvd. ever since.

In recent years, Punky Scott and her son Jayson Scott, owners of the Bomber Restaurant, where the B-17 resides, decided that they wanted a restored bomber, and in fact, Punky said, "We hope to fly it."

The restaurant owners hired Shane Wease of Vintage Aircraft Restoration, a company that does business out of a hangar at the Aurora Airport and soon will move to a new hangar in Scappoose, Oregon, to do the work of rebuilding

the old war-bird. Wease popped the entire cockpit section off the plane and moved it to his hangar, where he has been tearing it down to clean and inspect each part for air-worthiness. If a part is damaged, a new part must be found, or manufactured.

Since there are no B-17 parts stores around, Tom Laugle, Department Chair of Manufacturing Technology here at Clackamas, offered to have students make parts in the school's manufacturing shop. Since Punky Scott is a fundraiser of many years for the Clackamas Community College Foundation, and its current president, the deal was a perfect fit.

Laugle enlisted longtime Manufacturing Technology Instructor Mark Schmidt and students Robert Marriott, John Petty and drafting student Carl Backstrom to do the work. Wease delivered two parts to Laugle and Schmidt and the students got to work.

"The students, as you can imagine, responded real well," said Laugle. But problems cropped up. "We found out that some of the blueprints for the parts were still listed as classified secret."

To solve this problem, Backstrom and the other students

on the project carefully measured the two long aluminum pieces.

Schmidt said, "Carl took the information and put it into AutoCAD, then he came up with sectional views of the part giving us dimensional information as to height, width, thickness and radiuses that we could work with."

Marriott and Petty then machined the part out of a block of solid aluminum, called a billet, according to the dimensions supplied by Backstrom. The solid blocks of aluminum cost the Scotts \$1,000 a piece.

"We are reproducing the parts as close as we can to the original specifications. This type of work goes on extensively when rebuilding second World War aircraft because there are no parts available," said Schmidt.

The students machine the parts on metal lathes in the school's manufacturing technology classrooms at the back of Barlow. Schmidt estimates that up to 80% of the solid aluminum billet is removed to make the finished parts they are working on.

"The original parts were extruded, that is, they take the billet of aluminum and heat it to where it is soft, put pressure on it and squeeze it through a die, like cookie dough through a cookie squeeze. You end up with a long piece of that particular shape," said Schmidt.

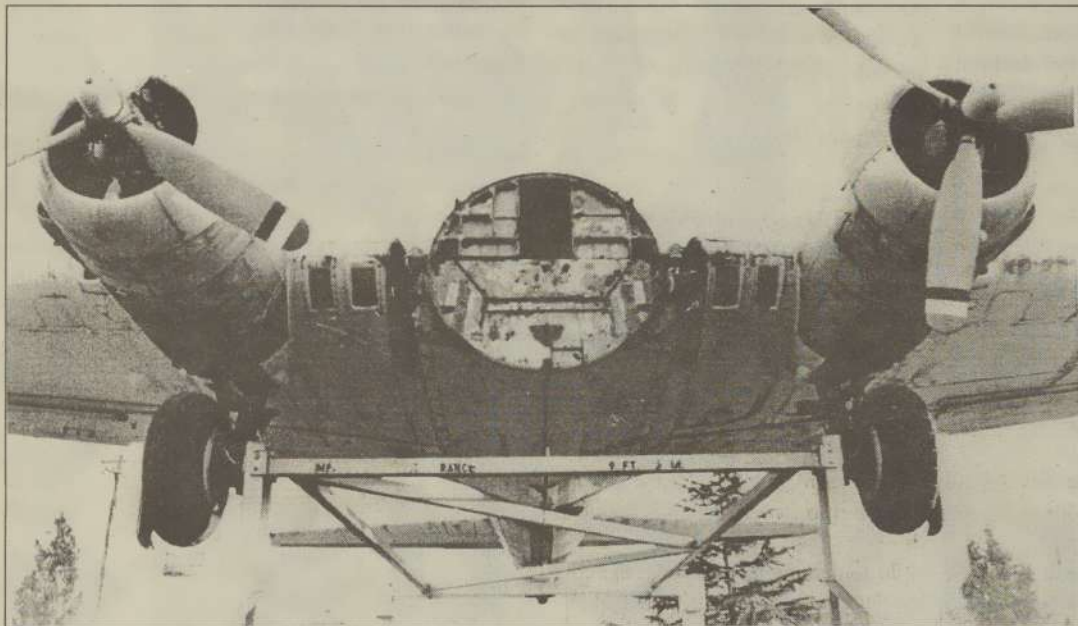
Another problem for the students working at the lathes is that the part is very long. "They needed to cut, stop, move, cut, stop, move," said Schmidt.

"They had to think about how they were going to rotate the piece from one side to the other. They had to think about the sequence of operation to complete the part. These are things they have learned in their classes, it was taking their knowledge and applying it to this new part."

Much more work is needed to get the bomber into flying shape. Years ago, the top gun turret was given away to some friends. Punky Scott goes to vintage aircraft shows and talks to collectors; she has met a man from India who makes a living digging old WWII airplanes out of jungles. These planes crashed on isolated islands of the South Pacific during the War. Scott is trying to find the necessary parts to make the bomber operational.

The project to restore the bomber is expected to cost the Scotts \$750,000 and take five years to finish. It's very likely that they will soon fly the plane.

Punky said, "I have to cook a lot of hamburgers to pay for it."



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The Bomber Restaurant may be a Portland fixture, but if restoration continues this bird may fly.

Honors program exemplifies Clackamas' excellence

JOEL P. SHEMPERT
Feature Editor

Community colleges tend to be thought of, by students and outsiders alike, as "education lite." Not only are they an inexpensive alternative to universities, but the prevalent notion is that they are also lacking in depth and challenge.

Don Hartsock and company are here to change all that.

Hartsock, Social Science Department Chair and head of the Honors College here at Clackamas, is excited that enrollment in honors classes is soaring after last year's slump, and hopes the trend continues for years to come.

Hartsock has been helming the Honors ship since it was first launched in 1992, when some department chairs met with the purpose of founding an Honors program at Clackamas. The program has been growing steadily since.

"We started in '92 with three classes, and all of them went pretty well," Hartsock says. "So the next year we added a fourth, and the next year, a fifth and sixth, and now we've decided to just run with about five classes," Hartsock says.

The purpose of the Honors College is to provide exceptional students as early as Fall Term of their freshman year, with high-caliber classes in many of the courses required of students for their degree.

"We always tried to guarantee that the basic General Ed. courses would be offered, so we started with a Social Science course, Sociology, a Humanities course, Philosophy, and a writing sequence—so you could take the three most required sequences as honors," Hartsock explains. "Then we added a second social science course, and we eventually added a speech course."

This appealing package is enhanced even more by the possibility of financial aid.

"Last year, the Foundation contributed some scholar-

ships... there's six President's Scholarships, and three of those require that you have Honors credits before you're eligible," says Hartsock.

Additional weight is given the Clackamas Honors College by the existence of a student-produced academic journal, the *Clackamas Collegiate Review*. This is a great asset both to student experience and recognition. "[The Review] has gone from a little book of published papers to an actual... professional quality publication that's published by the students," Hartsock enthuses.

All these factors have not gone unnoticed by the surrounding academic world. The high standard of academic excellence set by the Honors Program can pay off in a big way, as many students have discovered.

"Over the last couple of years we've had several dozen

students get great scholarships for [four year] colleges. Three or four went to Lewis and Clark on a full scholarship. We've had two that went to Reed with full scholarships," relates Hartsock.

The significance of this cannot be underestimated. The Honors College generates prestige not only for its own courses, but for Clackamas as an institution.

Hartsock sums it up this way: "It used to be a big deal for somebody from Clackamas to get into Reed... now they're not only getting in; they're getting full scholarships."

As Clackamas puts itself on the academic map, dedicated students reap the benefits. "Actually, the first graduate of the Oregon State University Honors College started here in our Honors program," Hartsock reveals. The student in question, James Carnahan, is but a sample of the

students who are becoming increasingly aware of the educational prospects Honors courses can deliver.

Enrollment is currently at a seldom-seen high. "We limited the course size to twenty-five," explains Hartsock, "and now the courses are so full, we can't fit everyone in."

The true distinction of the Honors program is not what it is, but what it isn't—it doesn't exist, to Hartsock's knowledge, at any other Oregon community college. We are therefore unique—and have a unique chance in the torrential world of higher education.

At Clackamas at least, community college is no longer "education lite." Through the Honors College, students' drive to succeed is coupled with the opportunity. The result is excellence. As Hartsock reminds us, "Never underestimate what students can do."



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Here hard at work in his office, Don Hartsock has labored for six years to bring Clackamas' honors program to new heights.