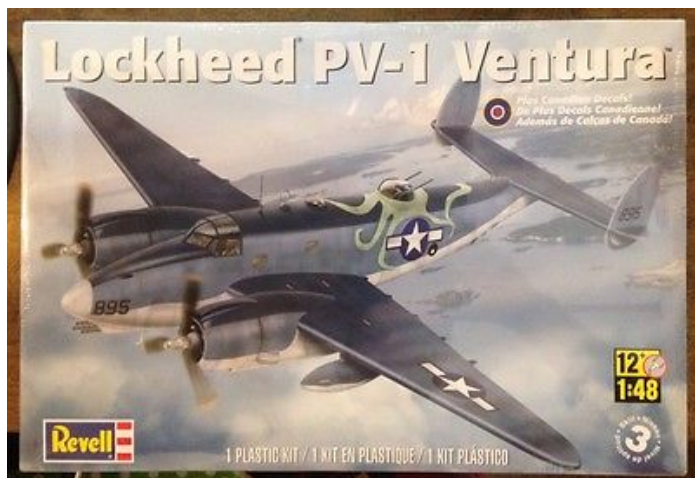


Chapter Contacts

Please forward to your members!



The Marietta chapter has another successful contest in their rear view mirror, this newsletter featuring the results with many images of the event, held in the hall of the Lockheed-Martin workers' union hall in Marietta.



The major article this month details the extensive work needed to convert the above 1/48th Revell Lockheed PV-1 "Ventura" into a civilian Lockheed Lodestar in Continental Airlines livery.



The builder even included a miniature flight crew of two pilots and a “stew”, to use the old, not-politically-correct title! In case you’re wondering, the above shot is the REAL airplane.. not an extremely well done model...

But I couldn’t find the name of the modeler/author! Honest, I did look. Like we used to say in ‘nam; “Sorry ‘bout thet!” But It is a very neat conversion, well documented with numerous photos. Well done!

Dave Lockhart contributes two items: his regular column plus an article about a Steven Spielberg TV documentary about Hollywood movie directors who went to war to make films recording that war. Sounds interesting!

Meanwhile, Jim Pernicoff continue his regular reports what’s new in enthusiast publicationsthere are too many to mention even a few but you’ll find them starting on page 15. This book on the Condor

Legion in Spain sounds fascinatingI wish that my very rusty Spanish were good enough to justify buying it!



Jim continues with a MOST interesting “Publisher’s Survey” feature about a book series which began with a neat publication called “Aerophile” that ended with but ten editions. It seems to have been a labor of love boutique series that was just too much for a part-time writer/publisher. I still treasure mineand delayed sending this “forward” to you even longer by getting them out for another peek! The V1N1 is a treasure, being about the X-plane series with stuff you just don’t see in other publications.

Jim then describes how Aerophile evolved into the Aerofax series, that lasted considerably longer but is also no longer in print: who did them, what they were, and what happened to the series.

Which reminded me of the *Aerofax* book which was MY favorite!

Fairchild C-82 Packet and C-119 Flying Boxcar

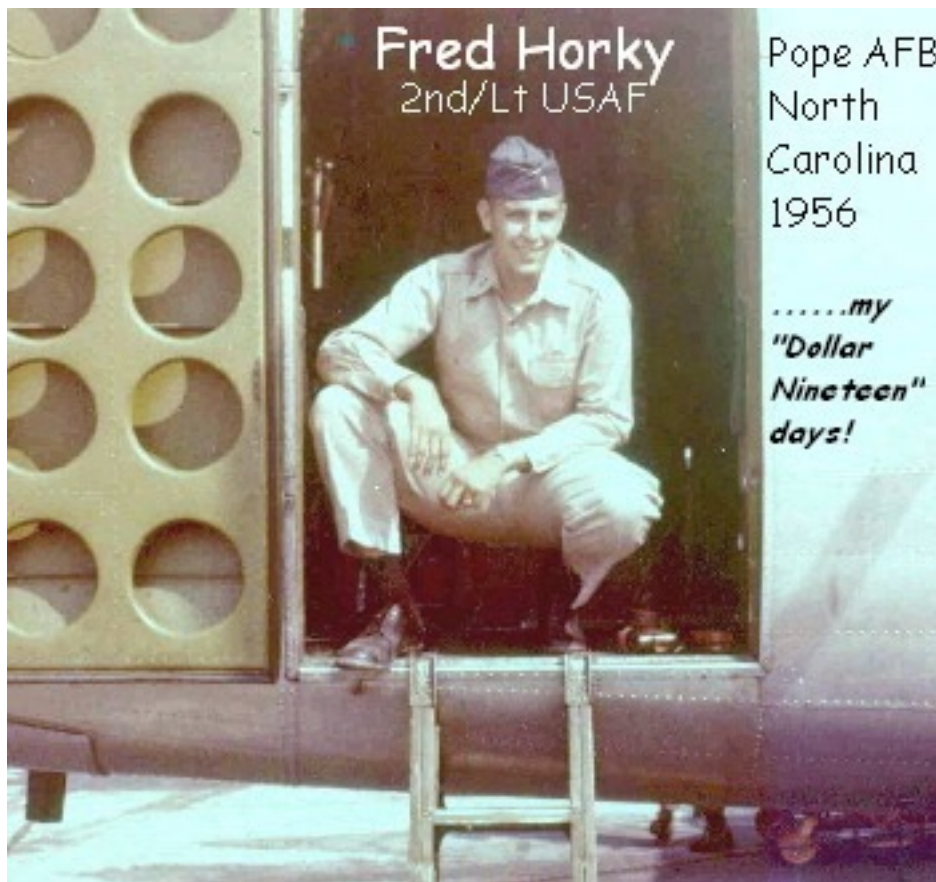


Alwyn T Lloyd

Aerofax

Jim mentions that the Aerofax titles are typically now very rareand expensivefor example my favorite, the *Fairchild C-82 Packet & C-119 Flying Boxcar* title illustrated above. At of today, Amazon lists but three NEW copies available, with prices from \$159.97 ...and up. (!) Thirteen more used copies can be had from \$72.97...and up. (!!!)

Naturally, I'm particularly fond of the copy given to me by author Al Lloyd at the 2006 IPMS national convention in Kansas City. My freebee was for my having shared with him recollections of having flown the beastie fifty years before, and more importantly loan of several images from my color slide collection which appear in the book. Especially the picture having pride-of-place on the cover! Sadly, Al passed away less than a year later in May 2007. Al's "day job" had been as a Service Engineer with Boeing, so naturally the majority of his many well-respected books, mostly Detail and Scale and Aerofax, were about Boeing products.



IPMS 6390

Nostalgia Alert! Continue at your own risk!
Nostalgia Alert!

Even after six decades the circumstances of taking that C-119 picture are well remembered! It was 1957 at Pope AFB, NC; the mission a typical local troop drop of 82nd Airborne troopers from adjacent Fort Bragg. The four squadrons of the 464th Troop Carrier Wing were identified by different colored “lightening bolt” markings on their noses: our 778th Troop Carrier Squadron (464th Troop Carrier Wing) formation of nine C-119G’s with Kelly GREEN noses, are seen already marshaled on the taxi-strip of an old inactive runway at Pope. * (The 776th were red nose, the 777th dark blue, and the 779tha couple of them are seen in the distanceyellow.)

After takeoff and join up into a “vees in trail” formation



Congratulations to the sharp-eyed observers who noted that these are not Pope C-119G’s. Rather, this internet photo shows EARLY model C-119’s NOT yet having the ventral fins added by TCTO (technical order change): the “G’s were built with those fins. But our formation was flown just like this one.

.....a route of about an hour took us over much of eastern North Carolina before arriving back at Bragg. With a “Green Light” the troops took that long step out the troop doors in the back, over one of Bragg’s drop zones. The latter, all named after famous 82nd Airborne Division air assaults made during WWII, are still burned into my memory: east to west, Sicily, Normandy, Salerno, and Holland.

And then it was back to Pope for landing, the “Vee” formation changed to echelon before the abrupt 60 degree bank “pitchout” over the runway to an overhead landing pattern. This many airplanes (and more!) in a traffic pattern all headed for the same runway could be eye watering; while formation flying in an airplane this big for several hours WITHOUT boosted controls took some manhandling, not light pressure on a side-stick controller....

But I got ahead of myself: I started this talking about taking the picture. So first, we had to get the troops aboard.



(This is what in the military is universally called “...hurry up and wait”)



A few minutes before “Airborne Stations Time”, the troops, laden with all the tools of their trade, were beginning to struggle up the ladder of each airplane, wedge themselves onto the uncomfortable canvas-and-tube troop seats, the equipment of one poking the next in his ribs. And should you think that an airline safety belt can be a challengethink about the guy struggling to squeeze onto that canvas bench seat wearing over eighty pounds of combat gear and two parachutes!

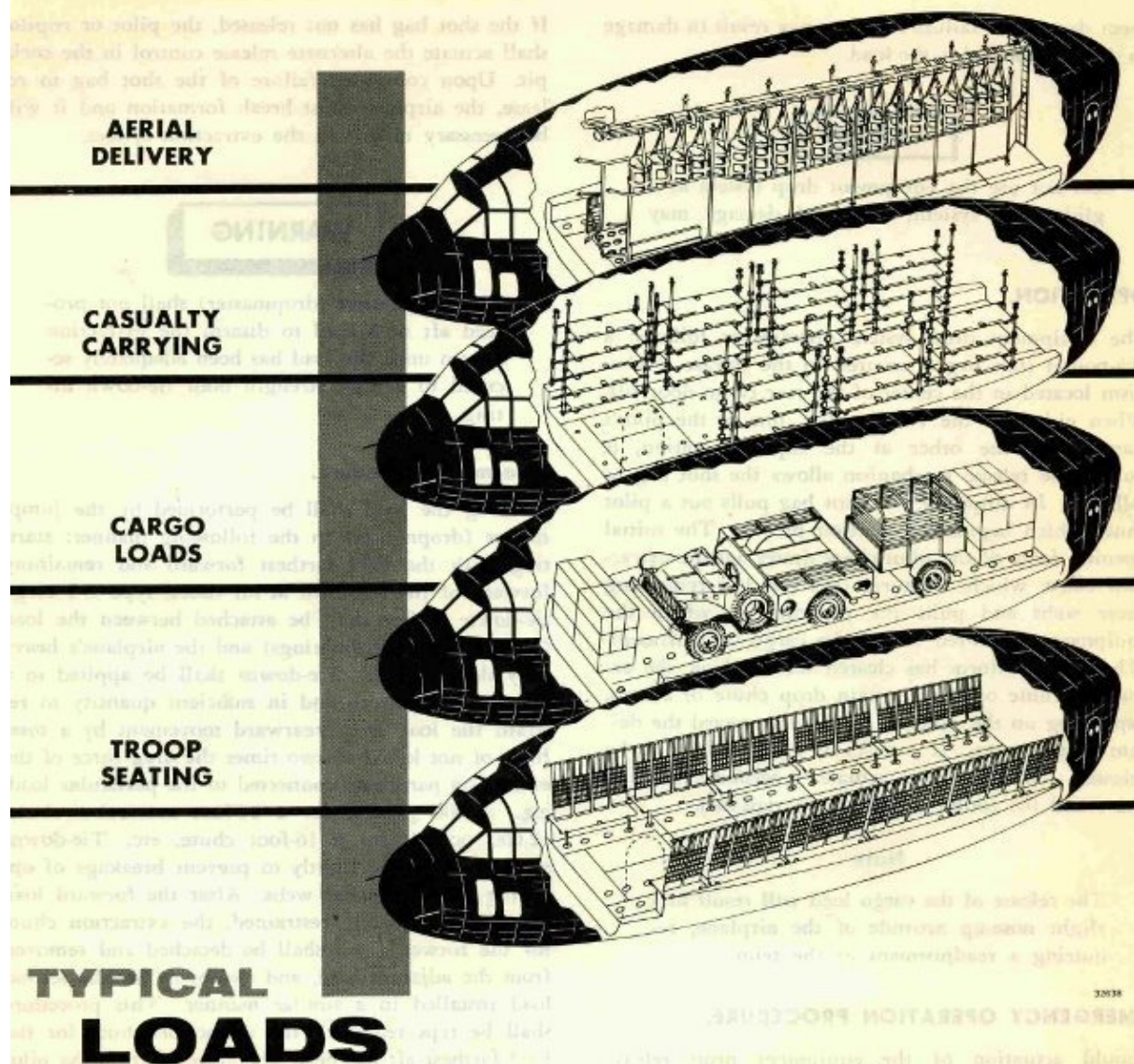


Figure 4-26

Note

When carrying troops on an over-water flight, refer to Life Rafts, Section I.

Forty-two troops ...two twenty-one man "sticks" ...were a pretty tight crowd. Those canvas and tube seats would make even the worst airline "coach" seat seem like one of Saddam Hussein's thrones



(My Ranger son-in-law, in a different time and place...)

Another crew member had been detailed to give the requisite safety briefing to the troops after they were aboard, so I had a few minutes before “Air Force Stations Time”, when we had to be strapped in, ready to start the check list. (Everything was very precisely scheduled ...”stations”, “start engines”, “taxi”, “take off”, etc.; and the boss had better see every #2 prop start rotating at precisely the same instant, or we would hear about it.)

A typically warm day in North Carolina, the navigator’s astrodome had been left open until the last minute, to hopefully act as a chimney to draw air through the flight deck of the never-was-air-conditioned “Dollar-Nineteen”. And since I had my cameraa *made-in-America* Argus C-3that open astrodome suddenly inspired mw to climb out on top of the airplane for a picture!



The C-3 is known to camera collectors today as “The Brick”, for obvious reasons. It was about as simple as a 35 mm camera can getnothing at all “automatic”but did get some fine pictures.

On impulse I stepped up on the flight mechanic’s seat and clambered out through the astrodome onto the top of the airplane. Once there, I carefully picked my way down the centerline of the fuselage around and over a forest of duplicated VHF and UHF antennas, the VOR “Omni rams horn” antenna, duplicated radio compass antenna cover “footballs”, the ADF sense antenna, the HF (long range radio) and Loran (LONg RANGE Navigation) “clothes line” antennas stretching back to the tail; the heater air scoops and vents, and miscellaneous other things up there waiting to trip the unwary. Our crew chiefs were up on top of the airplane every day and could run around on it like monkeys. (They had to be up there every day at a minimum, because the airplane was serviced with fuel, oil, and A.D.I. water “over-the-wing” ...no single point refueling on a dollar-nineteen.) But walking down the slightly-slippery inboard “gull wing”, taking the LONG step over the boom, and then out onto the outer wing was unfamiliar territory for this Hero Pilot, so I was being very careful, because a slip meant a very long fall.

Ah, the memories!

This is The Endaka “Kilroy Was Here”



*** With a subsequent huge expansion of Pope’s ramp in later years, that same area where our C-119’s had been marshaled on a disused taxi strip in 1957, was later paved into a vastly expanded concrete ramp. For readers familiar with Pope/Fort Bragg, we were parked at about the spot where, in 1994, an F-16/C-130 midair collision over the single runway caused the tragedy of the F-16 impacting on this C-141B, which was loading troops.**



The two pilots in the F-16 ejected safely and the damaged C-130 was able to land without further incident, but twenty-four Army troops in and around the C-141 were killed and over a hundred more injured, many very seriously.

I have my own opinion as to to who was to blame for the predictable which occurred when high-performance fighters and tactical transports are assigned to the same unit, to routinely fly in the same confined airspace and but one runwayat Pope, a base dating back to World War ONE, small and with nowhere to expand. TO me the real culprit was far, far, **FAR** up the chain of command from the air traffic controllers who took it in the shorts as being culpable. https://en.wikipedia.org/wiki/Green_Ramp_disaster)