



AIR AMERICA FOUNDATION

THE Provider Weekly



Greetings once again from the Air America Foundation! We had a good day last Saturday at the 123. We made some progress starting to clean out the aircraft in preparation for the airshow. We are looking forward to showing off the work that has been done painting the interior.

We were also able to complete a few small projects that have been nagging at us for a bit. Cal got the forklift master cylinder installed, but this rebuild did not solve all our brake woes. Cal thinks we need to rebuild the wheel cylinders next. I suggested some brakes ala Fred Flintstone, but Cal was not amused.

The new battery got put in the Buda Tug and she was driven up and down the taxiway a few times to limber her up since it has been sitting for a while.

Another loose end that has been taken care of is the roof on the Caribou was broken. At some point the top window blew in and was exposed to the weather for a short amount of time.

Brad and Josh in between tanning siestas on top of the Caribou, got the new plexiglass installed. She is weather tight once again.

Our crew this past Saturday included Josh, Cal, Brad, Lyle, Ed B. and yours truly.

We worked for most of the morning, and then let the plane air out whilst we went in search of sustenance.

As you may or may not have heard, the Outer Marker has closed, so we need to find another roost to land at for lunch. The difficulty lies in the fact that the C123 is no where near to anywhere!

This means lengthy lunch hours with driving included and then we never feel like doing any more work when we get back to the plane - lol. We landed at Kelsey's in Port St. John and the food was great. It is reasonably close, so we can return quickly.

Josh and Cal attended a special event this week. Our very own volunteers, Sable and Kevin tied the knot and became Mr. & Mrs. We are very happy and excited for them both as they start this very exciting chapter of their lives together. This is a first for the foundation. (They grow up so fast!)

The guys were also able to sign up a new recruit to volunteer on the 123. We are pleased to welcome Christine to the ranks as our newest crew member.

The gang will be at the plane tomorrow, and most every Saturday if you want to stop by and give us a hand. We will always have a job for you. *Continued...*

February 5, 2011



Mailing Address :

Air America Foundation
P.O. Box 769
Titusville, FL 32781-0796

What's

NEW This

Week

- ◆ Message from the Editor
- ◆ Forklift issues
- ◆ Work update
- ◆ New Fairchild Ad
- ◆ Flickr link
- ◆ Sable & Kevin's Wedding
- ◆ New lunch spot

*The Air America Foundation
is a 501 (c) 3 organization.*

THE Provider Weekly



Continued from front.

If you want to stop by and check out the progress, well, we can show you that too.

The weather has been on the cool side and we are enjoying it as it will be 90 degrees all too soon.

Thanks for reading and we appreciate everyone who forwards this publication on to their friends. If you know someone who would like to be updated on what this bunch of weirdos does each weekend, drop me a line with their email address (your friend's, not the weirdos email) and I will add them to the list. Please be sure to let them know what they will be getting. We don't want to spam anyone.

Well you can always tell when I have been prowling on eBay as you get new stuff to look at. I found the collectors card for the H34 & a new Fairchild ad so I thought I would include them in this issue to make up for getting it out late. (I had out of town guests drop in). I hope you enjoy the pics and I will post them to the flickr page as well.

I guess that fills up this issue of "The Provider Weekly"

Historically Yours,



Land based helicopter

Sikorsky H-34




Land based helicopter

Sikorsky H-34



Innovative design
The S-58 was one of the first turbine helicopter work-horses, and first flew in March 1954 as the XH505-1 prototype in response to a naval requirement for a shipborne anti-submarine helicopter. The type featured a modern-looking fuselage without a wheel landing gear, and an innovative feature was the location of the engine low in the nose with a long shaft running obliquely through the forward fuselage. The type was built up to 1970, production amounting to 2,261 helicopters for civil, military, and naval use.

Distinguished service
The specifically land-based variants were the CH-34 Chocowas for the US Army and, in small numbers, the S-58 civil models. The Chocowas entered service in September 1955 as a utility type generally used for the carriage of troops, and played an important part in France's North African war of the early 1960s. Some S-58s have been revitalized by the receipt of a Pratt & Whitney Canada PT6A-300 coupled turbo-shaft.

Principal versions
CH-34A Chocowas (general purpose helicopter), CH-34C Chocowas (as CH-34A but with SAR equipment), S-58D (civil) passenger/freight model), S-58C (civil) passenger/freight model), S-58T (civil) passenger/freight model), and S-58T (turboshaft-powered conversion).

Principal users
Belgium, Brazil, Canada, France, Israel, Italy, Japan, Kazakhstan, Laos, the Netherlands, Philippines, South Vietnam, Taiwan, Thailand, Uruguay, USA, and West Germany.

TECHNICAL DATA

Type: Sikorsky CH-34A Chocowas two-blade crew general-purpose helicopter.
 Engines: one 1,325 hp (1,131 kW) Wright R-1020-14B1 radial piston engine.
 Performance: maximum speed: 132 mph (196 km/h); Non sea level initial climb rate: 1,100 ft (335 m) per minute; service ceiling 9,500 ft (2,895 m); range 247 miles (400 km).
 Weights: empty 7,780 lb (3,523 kg); maximum take-off 13,000 lb (5,900 kg).
 Dimensions: main rotor diameter 56 ft 6 in (17.03 m); length, fuselage 46 ft 9 in (14.25 m); height 15 ft 11 in (4.85 m); main rotor disc area 2,460.0 sq ft (228.81 m²).
 Payload: 10 troops, or eight litters, or freight.

The S-58 was a true multi-role helicopter, also being an example operated by the French army in Algeria for the annual transport role.

Photo © U.S. Army, 1954. Illustration by: Ed Kindle

Air America stuff online to check out!

http://www.flickr.com/photos/ed_kindle/sets/72157624712147513/

Your Officers & Board Members

- President - Josh Eiting
- Vice President - George Simon
- Secretary - John Plotnicky
- Treasurer - Cal Crocker
- Lead Mechanic - Rod McIntyre
- Air Crew Supervisor - Paul Hedtke
- Newsletter / Membership - Ed Kindle

Got a question? Ask us! 

 Got an idea? Let us know!

*Congratulations
to
Sable & Kevin*

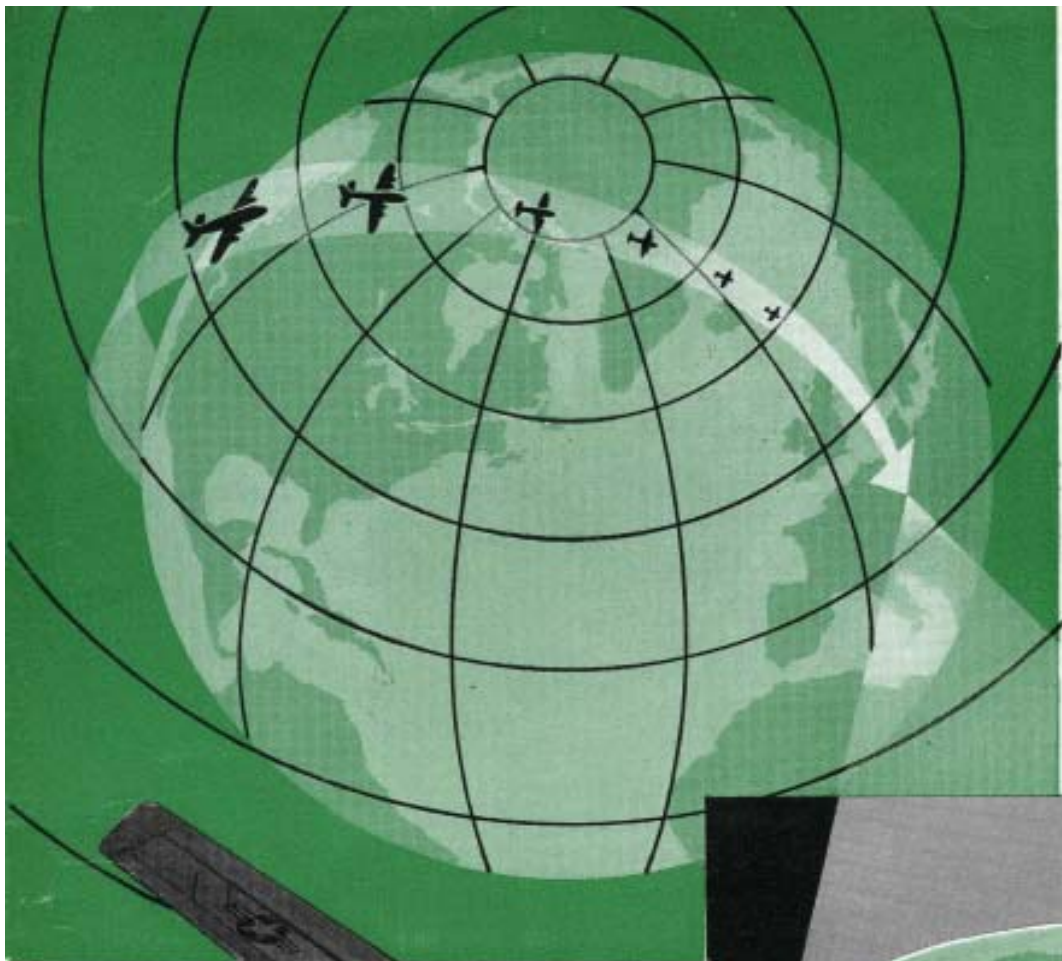


Sable & Kevin enjoying their special day!

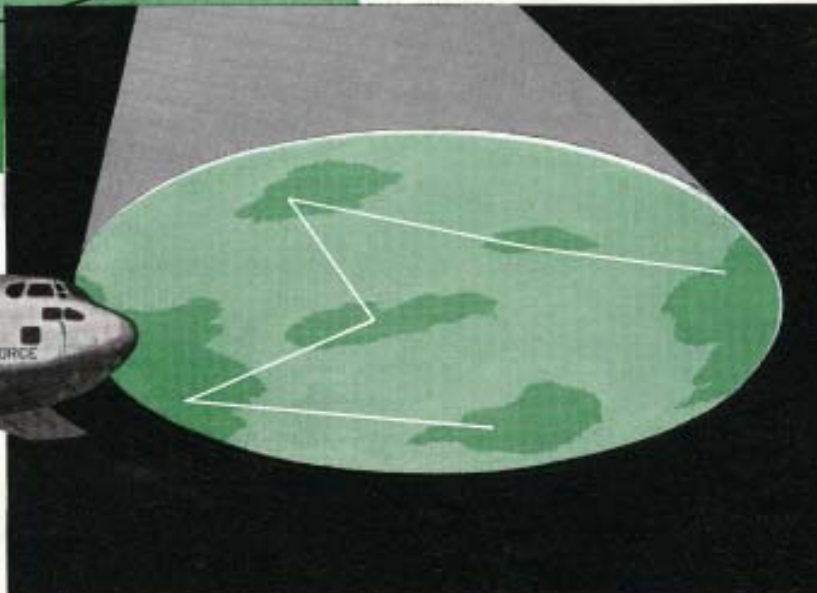


Left to Right - Christine (the new recruit) Cal, Sable, Kevin, Brian, Alex & Josh

We wish them many happy years together!



**TEAMED
FOR
LONG AND
SHORT
COMBAT
AIRLIFT
ANYWHERE!**



**Fairchild C-123 makes final delivery
of men and supplies
to scattered USAF global outposts**

Teamwork between Fairchild C-123's and the USAF's long-range transports now makes our world-wide supply lines more flexible and dependable.

After the giant four engine transports deliver the goods to world-wide depots and advance supply areas, the C-123 takes over the vital supply relay to complete the short hops to our far-flung military

installations . . . forging the final link in our global logistics chain by putting men and supplies wherever they're needed, *anywhere in the free world.*

The Fairchild C-123 is virtually unrestricted by conditions of terrain or climate . . . airlifting troops and equipment to many combat or disaster areas inaccessible or impractical to reach by other means of transport.

...WHERE THE FUTURE IS MEASURED
IN LIGHT-YEARS!



FAIRCHILD

AIRCRAFT DIVISION • HAGERSTOWN, MARYLAND

A Division of Fairchild Engine and Airplane Corporation