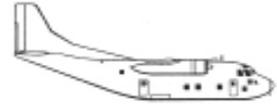




AIR AMERICA FOUNDATION

THE Provider Weekly



Greetings! Hello to everyone once again. Thanks for all the positive feedback about the newsletter. It is great to hear.

Not much to report this week. Josh attended the always great Air America breakfast and Cal and I were at the C123 attending to a few items.

The first matter of business was to get the forklift in to operating condition again. We were able to bleed the right front brakes, but were unable to do the left. Hopefully the left front bleeder valve will crack loose after soaking in PB Blaster for a week.

The next item was to try to get the Buda tug running. Unfortunately, the battery despite having it on charge most of the morning, would just not take on any charge. We removed the battery and will replace it next week.

Cal and I decided at that point to give up for the morning (it was cold as well) and have some coffee at the outer marker. If you have not heard, the restaurant will be closing at the end of the month.

We had lunch and then went to clean up stuff and put tools away.

The continued plan is to have as much of the interior in primer for the airshow.

We also hope to move all the tools and work items out of the plane, so it looks better for guests and tours.

It is hard to believe that the airshow is only about seven weeks away - Yikes! We have much to get done so if you are in the neighborhood and want to help, we could sure use the hands.

I received an email from a Mr. Guy Vallet. He is looking for a couple of Air America Pilots. His email is as follows...

"Thanks for your message I am french and I was pilot in laos and cambodia from 1970 to 1975. I am looking for 2 american pilots from cambodia. Justin Bryan and Bennet Grawford - president pig pilot. I will appreciate if you can find their contacts. regards, Guy Vallet."

If you can assist and provide a contact for either of these gentlemen, I can forward the information along.

I am finding out that the "Provider Weekly" is getting forwarded and passed along to many more folks than are in my distribution list. I think that is awesome and we are excited to see this happen.

Continued...

January 22, 2011



Mailing Address :

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Titusville, FL 32781-0796

What's

NEW This

Week

- ◆ Message from the Editor
- ◆ 674 airshow pics
- ◆ Work update
- ◆ Whiskey November find
- ◆ Flickr link
- ◆ Contact request
- ◆ It's a small issue this week

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

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Continued from front.

I just received two photos from Rod M. tonight. What a great find! 674 landing at the 1993 airshow! Thanks Rod!

On page 3 and page 4 we have the Procedure for Manual Landing Gear Retraction on a Beech C-45 - Thanks to Whiskey November for the email.

Well this is a short issue! I hate to say it but that is all for now.

Take care and we will see everyone soon. Thanks for reading!



Wow - Look at the port main in the dirt!



Air America stuff online to check out!

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

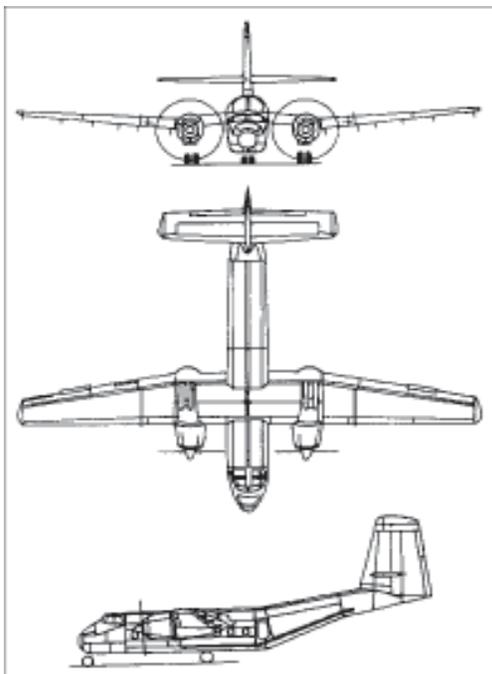
**Got a question?
Ask us!**



**Got an idea?
Let us know!**

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



TO : All Pilots SGN DATE : 7 January 1965
FROM : PCP-VN REF.NO. PCP-V-65-004
SUBJECT : Procedure for Manual Retraction of Gear on Beech C-45
 10-2 and D18 type aircraft.

Following is the contents of a letter

Unfortunately, if you discover that your wheels would not go in the well, it is only after you have taken off to go some place.

If this happens at your home base, you simply land and get another aircraft or go home until tomorrow. If it happens at an outlying base, you can save the Company the problem of sending mechanics and parts to repair the aircraft if you can manage to retract the wheels manually.

First, if you have passengers who have not flown with you enough to have complete faith in your ability and judgement, you should land and discharge them immediately. While on the ground, inspect and remove any gear doors that may be creating any mal-function. This is accomplished by removing the piano hinge, which may be difficult if the door is bent at all.

Make a normal climb to at least 5000 feet above ground. Pull circuit breaker on gear. Leave indicator circuit breaker in. By depressing the clutch, the first two or three turns of the crank may be accomplished with relative ease. At this point, the gear is in trail and the full weight is on the crank handle. From hereon, the pilot will have to induce a weightless condition momentarily at least two or three times depending on how fast he can crank and the gear ratio of the gear and motor.

The procedure is to place the right hand on the crank and extend to gear position place right foot on clutch, left hand on wheel, pull airplane up into approach to hammer head stall. Here, due in small part to torque and a large part to the physics of Newtons third law. (changing the plane of rotation of a gyro creates a force of thrust 90° to rotation) the airplane wants to yaw off to the left and since your right foot is on the clutch, you shift the left foot to the right to maintain stability. (here, a deviation in heading of 5 or 10° is permissible) As you approach the stall, thrust the wheel vigorously forward. Here speed build up over comes torque and Newtons law and you must quickly put left foot back on left rudder to maintain stability, all the while, cranking vigorously against the weightless gear. Don't be alarmed when both engines quiet, due to fuel starvation. The gas is in the top in the top of the tanks.

As you come to the end of the momentary weightlessness, take right foot off clutch, locking gear in partly retracted position. Simply repeat this operation two or three times, being careful to keep the proper sequence of clutch and crank. For if you fail here, you lose what you have gained and the slashing crank handle makes your fingers smart.

This operation, like hand propping a Pratt and Whitney 985 is not easily practiced, but when and if you find yourself in a position where it should be done, it can be done.

cc: VPFO
DFD
MFD-SEA
OMSGN
ODSGN
File


G. V. Calhoun