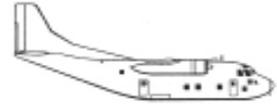




AIR AMERICA FOUNDATION

THE Provider Weekly



Greetings from the Air America Foundation! Here is the Provider Weekly for Jan 29th 2011. Can you even believe that February is here? Summer will be here soon.

Well we had a small crew at 674 this past week that consisted of Sharla Cruz, Cal Crocker, Brad Byron & Josh Eiting.

Work progressed on the continued cleaning of the interior in preparation to prep for paint. In other less complicated words, we have to clean out all the junk in the plane, so we can continue the prep work to paint additional sections of the interior.

We are also trying to take out some of the jetsam in preparation for airshow. We are looking forward to having most of the interior in primer before then. Which, unfortunately, means a whole lot of work for Cal and I.

On another note, the forklift gremlins are back. Cal and Brad had to disassemble the master cylinder (yes, the brakes broke, again) and rebuild it. He has it finished and we can hopefully get it reinstalled this Saturday along with the new battery for the Buda.

We want to say thanks to Sharla for stopping by and working. We are always excited when past volunteers visit and come back to help out.

Josh is of course running around and talking to people and making us new contacts and new friends. We are always trying to let everyone know about the foundation and to get the Air America story out to as many people as we can.

We are looking forward to the upcoming VAC airshow. I have it that an organization called *History Flight* will be there with a flying B25H Mitchell bomber, as well as a T-6 Texan, offering flights.

I also have it from several different sources, that in addition to the two P-40's there will be a flying c-46! This is going to be an airshow not to be missed! If you want to attend and work at the 123, give Josh a call and he can give you the details about getting in.

We are sorry to announce that the Outer Marker served food for the last time, last Saturday. We will be looking for suggestions on where the work crew can grab lunch in a reasonable amount of time with food that is edible.

We are thinking about getting a grill and putting it by our storage trailer and cooking ourselves. Burgers, dogs, brauts and the like actually sounds pretty good. Maybe it will entice some of our past volunteers back into action.

Continued...

January 29, 2011



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What's

NEW This

Week

- ◆ Message from the Editor
- ◆ Forklift issues
- ◆ Work update
- ◆ Airshow info
- ◆ Flickr link
- ◆ C123 Collector's Card
- ◆ Outer Marker closes

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

THE Provider Weekly

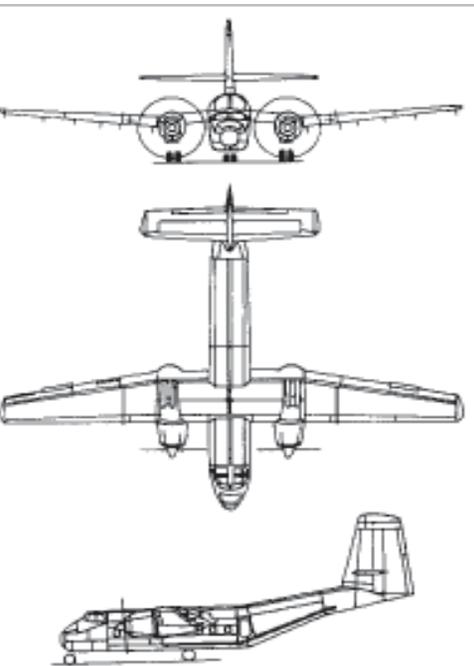


Continued from front.

Well I guess that is all for now. We will be at the C123 this Saturday if you are free and want to come by to work for a while. If you know someone who might be interested in helping out, bring them by for a visit. If we don't scare them right away, they might think we are a fun group to hang around with.

If you can't get dirty for some reason, you can always just stop by for moral and emotional support. We can use all we can get.

Historically Yours,



Transport and utility

Fairchild C-123 PROVIDER

Origins in an assault glider
In 1943 Chase Aircraft was created to develop the XCG-18 assault glider, later developed with two wing-mounted radials as the YC-122. This paved the way for the larger XCG-20 glider, which was then developed into the XC-123 that first flew in October 1949 with R-2800-25 radials. Production of the C-123B began in 1953, the year in which Kaiser-Frazer bought Chase. Kaiser's order for 300 aircraft was then re-awarded to Fairchild.

Unspectacular career
Fairchild's production totalled 302 aircraft including 277 for the US Air Force. These enjoyed an unspectacular career, but were updated and played an important part in the Vietnam War as utility tactical transports.

Principal users
C-123B (production model), HC-123B (11 C-123Bs reallocated to the US Coast Guard), UC-123B (C-123Bs converted for defoliation in the Vietnam War), C-123H (10 C-123B conversions for arctic use with Fairchild 344 auxiliary turbojets in wing tip pods), C-123K (183 C-123Bs upgraded with two 2,850-lb/1,293-kg thrust General Electric J85-GE-17 turbojets in underwing pods), NC-123K (two C-123K conversions for armed night surveillance), and VC-123K (one C-123K conversion for VIP transport).

Principal users
Philippines, Saudi Arabia, South Vietnam, Taiwan, USA, and Venezuela.

TECHNICAL DATA

Type: Fairchild C-123B Provider multirole cargo tactical transport.
Engines: two 2,800-hp (1,715-kW) Pratt & Whitney R-2800-99W radial piston engines.
Performance: maximum speed 245 mph (394 km/h); st. optimum altitude; initial climb rate 1,150 ft (351 m) per minute; service ceiling 29,000 ft (8,840 m); range 1,470 miles (2,366 km).
Weights: empty 29,900 lb (13,562 kg); maximum take-off 60,000 lb (27,216 kg).
Dimensions: span 119 ft 0 in (35.93 m); length 73 ft 9 in (22.09 m); height 34 ft 1 in (10.39 m); wing area 1,223.0 sq ft (113.62 m²).
Payload: 61 troops, or 50 liters, six seated assaulters, and six attendants, or freight.

A C-123B Provider of a US Air Force Reserve squadron reveals the type's partly fuselage with its rear ramp/door under the upstroke rail.

Photo DR
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Air America stuff online to check out!

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

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**Got a question?
Ask us!**



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