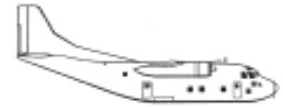




# AIR AMERICA FOUNDATION

## **THE** Provider Weekly



**G**reetings from The Air America Foundation. I would like to thank everyone for their continued support. It means a great deal.

We are still trying to perservere on the mission of the foundation. We do not have the funds to try to restore the aircraft to flight anytime soon, but we are doing all we can to preserve her in case that ever changes.

Still, just trying to preserve an aircraft of this size is a daunting task alone. It in it's own way requires a budget we just do not have available to us. To this end, we will be bringing back the membership program in the next few weeks.

I hope to have several membership levels available for people with different budgets. This will hopefully give everyone a level of membership that they feel comfortable with and one that fits everyone's budget.

If this is not successful, the foundation's days are, quite frankly, numbered. We need to raise funds through a membership program and hopefully by doing so, we can count on everyone's continued support each year so we may develop a budget to operate with.

This is a critical time for the foundation right now.

When Josh took over after Paul's passing, he made the decision as president of the foundation to suspend the membership program.

This was done for a few reasons. First there was no one available to donate the time needed to continue the membership program. Records were sparse and not organized.

Second, Josh wanted to try to raise interest and excitement in the foundation by getting "The Provider" newsletter out to as many people as possible. Kind of an "if you build it, they will come" proposition.

I followed this model simply because we have been trying to get everything caught up with "foundation business" so to speak. Our internal records and necessary documents have all been organized, filed, and sent in when necessary. We can now turn to the goal of memberships.

There are several of you that have in the past purchased lifetime memberships. I am sorry to say, we don't have records of them. Paul's records were pretty thin and not very organized. We will try to honor what we can, but basically we are starting from a clean slate.

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What's

**NEW** This

**Week**

- ◆ Message from the editor
- ◆ Membership program coming soon
- ◆ New work photos
- ◆ Website link

*Continued...*

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



If you have a lifetime membership, I would like to know the number of your membership and it would be wonderful if I could get a copy of your certificate somehow, so I can re-build the data base.

As far as other members go, we have two or three that have paid this year, but the rest have expired.

This has not been an easy thing to put together. We have struggled with how to structure the memberships bouncing back and forth between two models.

Model A - flat rate. everyone pays the same amount for a one year membership. An example of this is the Valiant Air Command. They charge a \$100 yearly membership and a \$1000 lifetime.

Model B. sliding scale. Memberships starting at a low rate and stepping up multiple levels.

I think we will try the stepped version starting with perhaps a \$25.00 basic membership. This will allow people with smaller budgets to contribute to the foundation and help support us.

We hope that most will take advantage of one of the higher levels of membership, remembering all donations to the foundation are tax deductible to the full extent of the law as we are a recognized 501 (c) 3 organization.

I will post all the details and application in the next issue of the Provider. If you have any comments, please don't hesitate to email them or to call me directly.

On another note, we are still in need of a secretary for the foundation. This is a low stress position, but it is a board position.

If you are interested in becoming a board member of The Air America Foundation, please let me know and we can make a time to meet to discuss the obligations of the position.

Last week was a work day at the C123. We arrived to find the batteries in the aircraft totally dead. This presents several problems and needed to be addressed immediately.

Denis got right on it and nursed them back to a good charge. We are hoping this was an isolated incident. It is possible that someone just forgot to turn off the battery switch. We will be adding a kill switch right on the battery to prevent this from happening again.

We also were able to get the forklift started again, but it ran out of gas while I was about 10 to 12 feet in the air. Either the gas that was in the tank evaporated, or someone has had breath from siphoning our tank!



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

**Got a question?  
Ask us!**



Either way a few quarts of gas got me back to ground level. I was trying to recover the tops of the props after the cover was torn during some high winds.

Cal was able to isolate the accumulator. This means we will not be pumping nitrogen through the system and forcing fluid out the leaks until we can get them repaired. This saves us lots of hydraulic fluid. The next step is to rebuild the flap actuator valve.

We also need to rebuild the original accumulator. There is supposed to be a piston inside with some other items. It turns out that someone at some time removed the contents of the accumulator so all we were doing when we pressurized the system was to blow nitrogen through all the hydraulic lines.

We had the regular crew show up. Cal, Brad, Ed B., Denis and myself. We are in serious need of some extra hands, so if you are interested or know someone who is interested, come on by and visit. Check out the plane and see if you want to get your hands dirty. All skill levels welcome. If they let me do stuff, trust me, they can find something for you to do.

To end this issue, I have some photos for you. A mixed bag to be sure, but photos none the less. See you next provider and hope to see the memberships rolling in.

Historically Yours,



Tops of the props! - Covered again!



Brad and Denis Chat it up!



Zero G! Let me tell you she takes every bit of runway that is there!



Cal making sure 674 is locked up tight!

