

BOXCAR BULLETIN

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Rolling Boxcar Updates



The Tech Corner

Another issue came to light on how to heat the flight deck and defrost the windshield in the cockpit. We all know blowing heat is the medium but how do we get it there some six feet above the source...the engine. In most car and trucks, heat is extracted from hot engine coolant through a small radiator or "heater core" usually mounted under the dash area below the level of the vehicles main radiator cap being the highest point in the system.

As is SOOOOO often said since we started this project..."Houston! We have a problem".

There is no real room for insulated ducting or heater cores below the radiator cap on the main bus frame. But you can run hot water hose a lot easier.

So, the underpaid yet brilliant engineers at RBC came up with a unique solution. We put a small water to water heat exchanger inside the fuselage and lower than the engines radiator cap. One side of the exchanger gets hot from the engine's coolant but is low enough to not trap air in the engines system.

The other side of the exchanger is a closed loop that has a heater core for the defroster mounted inside the nose dome with



Rolling History to the Vets Who Helped Make It

blowers and ducts to defrost the windshield. Then the circulating pump moves the heated coolant on to the rear area of the cockpit to another larger core to heat the flight deck. All this is done by a small circulating pump that keeps the water moving in a closed loop through the heat exchanger and the two cores.

So, problem solved. We keep our heated coolant contained in our road worthy airplane. (Is that a double oxymoron?)



Brother in Arms



So as most of us come together for this great 250th birthday of this great nation, we at Rolling Boxcar want to remember our friend Earl Johnson who we met in Battle Mountain, NV, while taking Rolling Boxcar apart prepping it for its journey to California.

Earl and his daughter Patti rode on our float that consisted of our RBC Pilot car and a trailer with our jet pod (jet engine) chained down to it.

In the 1950s, Earl joined the ARMY and after a stint at Fort Benning, Georgia, Earl was assigned to the 82nd Airborne's Reconnaissance Company where he said he took off in a lot of C-119s but never landed in one. Earl passed away a few years ago, but I want his daughter Patti Johnson to know that we think of old Earl from time to time and when it comes to a memorable 4th of July, for this writer anyway, Earl tops the charts. RIP my brother in Arms.

How To Paint Your C-119 Flying Boxcar

Part One of a Three-Part Series

How should you paint your plane?

If you are a civilian operator, you need only to add the National Registration in a few specific locations, and anything else you'd like to paint your plane with is up to your discretion. A common feature of marking schemes is the use of an anti-glare panel on bare metal surfaces in view of the flight crew. This would be a dark,

non-reflective paint on surfaces in view of the flight crew, and although not legally required, it's a good idea. One required marking is for U S civil aircraft that do not have a Standard Airworthiness Certificate is lettering announcing to anyone boarding that the aircraft is Restricted or Experimental. The words are to appear at any entrance to the aircraft.

Maintenance tasks on large aircraft will have folks walking around on wings, fuselages, and horizontal tail surfaces, and it is a really good idea to have stripes showing just where the upper skin is strong enough to accommodate pedestrian traffic. There will be numerous stencils among the stripes, advising 'walkway' on one side of the stripe, and 'no step' on the other.

All multi-engine propeller driven military aircraft are to have prop arc warning stripes that serve to show ground crew to be aware that props are located in that area. Few civilian operators chose to apply these stripes, for whatever reasons.

Back in the later days of WW2 and well into the Cold War era, aircraft serving in (or sometimes just transiting) the extreme North and South often had what were known as Arctic Markings. This would consist of Insignia Red paint applied to the outer wing panels and the aft fuselage. In case of a crash, those portions of the aircraft would usually survive relatively intact, making location somewhat easier.

Upper fuselage portions can be painted white, a scheme known as a Solar Cap. The scheme began showing up on civil airliners after WW2. Most often seen on transport types, it is sometimes found on trainers and patrol types.

(Yes, your Boxcar Bulletin writers and editors are just leaving you hanging there, waiting on installment Two of the Series, due in the July/August/September Updates issue. See you then for more great tips and tidbits from RBC Board Member and aircraft mechanic extraordinaire, Dave Ciochi, aka Professor Wingnut.)

T-Shirt Sighting

Alfred Schiess shows up in his Rolling Boxcar T-shirt at Lake Tahoe. Mr. Schiess is a good friend of Rolling Boxcar President, John Will. They know one another from San Marcos High School, where they graduated in the early 1930's. ☺



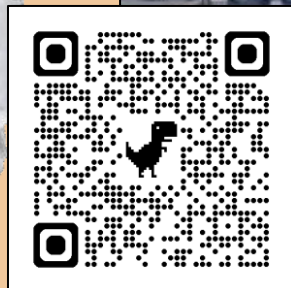


Events: Merrill Field Aviation Celebration

Your faithful event crew, Board Members Dave Ciochi, Kim Collins and Dean Reaves, enjoyed sharing RBC's mission with over 1000 people in Anchorage on May 30th for the annual open house for Merrill Field, the Municipality's general aviation airport. Kaladi Brother's Coffee provided brewed Boxcar Blend and hot cocoa for the crush of attendees — thank you, Kaladi's! We appreciate your support!

Events: AlaskaFest XII

Besides having a great name for an event, "AlaskaFest," American Legion Post 28 also books really good local bands for their annual get-together with vendor booths, drawings, hamburgers and hotdogs, and the usual Legion Split-the-Pot and raffles. Rolling Boxcar was there and had conversations with 80+ folks, which was a tiny fraction of the usual crowd we see at the event. It was a drizzly Saturday in what has been an otherwise spectacular summer, so we think the people may have been catching up on chores put off on behalf of summer fun! Board members Kim, Dave and Dean were there and had a great time, received donations for RBC coffers, and are ready for next time! Maybe Dean will sit in with the Roadhouse Refugees again, as he did this year! Thanks, Post 28 for having us.



Order your bag of "Boxcar Blend" by going to the QR code to the left, or at <https://rollingboxcar.com/shop/ols/products/coffee>