

BOXCAR BULLETIN

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☆☆ Rolling Boxcar Updates ☆☆

HAPPY NEW YEAR!



May God Bless you all as He has us with a great productive year!

Our Trip North/South

Back in October we decided to make the trip up to Alaska to bring back some much needed tools, airplane parts, Boxcar Betty's 15kw generator and the pilot car. So for a week we loaded the pilot car and trailer with jewels, gems and nuggets of every size and shape. On the 11th we hoisted sail, blew kisses to our friends, waved at foes and headed for the border. We made it to Long Lake before the first tire blew. Got that fixed and steamed on with snow packing the roads and old man winter chasing us as we made our way north shaking Chistochina's windows and waking babies as all vintage 7.3 L diesels without mufflers will do. We made it to Tok for the next tire adventure then on to the US/CAN border in Beaver Creek where we slid threw like a greased pig.

With the engine's ticking turning into a tapping, we spun the rudder to a southerly heading, put in better earplugs and mashed the pedal to the floor with Dean Reaves behind us in hot pursuit while keeping his distance as the noise, smoke and the occasional sprits of engine oil was making it hard for him to see. Down around Dawson Creek we posed at the famous Mile 0 marker, filled up the oil and checked the fuel. Noting that the tapping had advanced to an acceptable banging, and we were keeping track of oil consumption and not fuel consumption, we again followed the compass needle south. Around 300 miles north of the US/Can border near the nice little RR Town of Ashcroft BC, the old 73 went from and acceptable banging to an unacceptable hurt your teeth type of screech/banging. We put the severely overloaded old girl to bed at a great diesel shop, Iron Diesel, in Ashcroft were they assured us a simple oil change would not fix our problem.

We hooked the trailer to Dean's rig, degreased the windshield and headed for the border for our next adventure where we were stopped, scanned,

looked at funny and asked if we had anything radioactive in the trailer. At first I wanted to make a funny joke for all the US border guards that suddenly appeared but decided it was not the time or place to do so. Turns out old aircraft gauges will ping a Geiger counter even through trailer walls. So after a thorough search of the trailer and our persons, we were let go with dignity (and our gauges) knowing that our northern border is secure. And I gained some knowledge that I will remember next time I pull one of those gauges apart for cleaning and breathe the vintage dust they emit.

We finally got home to Fall River Mills a little shaky, smarter and broker than when we left but it was a good trip overall. We saw a lot of animals and met some fine folks.

We here at Rolling Boxcar are working hard every day and have made a lot of progress towards getting RBC on the road and want to thank all those who have given both funds and in-kind donations. And a special shout out to Joel and the gang at Garcia's Cantina in Eagle River Alaska for sponsoring the trip south. We have a long way to go, but with your help, we will get there.

Happy New Year!



---Tech Corner---

AC for RBC

Back in July of 2020, Dr Kim Wright with Southside Development in Anchorage, AK, was nice enough to donate a like new 15kw military generator to RBC. At first we thought that 15kws was a lot more power than we needed, but hey! More is always better. So, as this entire project distorts the idea that necessity is the mother of invention, we took a square peg and figured out a way to pound it into a round hole. And voila! (Boxcar lingo for "Opps...but maybe that will work")



So with a little "trimming" and the universal law that things come apart easier than they go together, we turned a fully operational genset into a 4 cylinder Yanmar engine and generator over here, a pile of green sheet metal over there and a bucket of various bolts and screws and pieces and parts that, with my memory like an older elephant, will never go back in all the original holes they came out of.

With the control panel for the genset being located on the flight deck some ten "wire-feet" away from its original orientation with the engine/generator and its new location in the nose wheel well of the fuselage, we will have to make a 61 wire extension harness so they can again talk to each other. We even found the perfect matches to the



Amphenol plugs and the 120 or so pins to match. What could possibly go wrong?

The entire engine/generator unit, complete with its own cooling system and exhaust, will be mounted in such a way as to be "drawered out" from behind a removable panel out onto the cargo deck floor for maintenance with the ability to run while in this position. In it's stowed for flight position, it will be encased in its own sound proof compartment above and to the rear of the drive engine.



---Tech Corner--- cont.

This 3 phase genset will provide onboard power for both the museum and fuselage area, the sound stage with its own clean source of 120 volts AC, and it will have enough power for an external plug in cord with remote box to power several vendors that may want juice for a popcorn machine or even just lighting.

So when RBC is at a gig in the middle of nowhere and shore power is not available, she will be able to fire up the genie and crank out some electrons for a show you will never forget. And yes safety glasses will be required...at least for the first few times.

What's up in Battle Mountain?

A bit of background for the new members, and maybe a reminder for some of us older folks..... One of the numerous conditions of the sale of our Boxcar was that title would not be passed to the purchaser (us, the Fabulous Rolling Boxcar group) until all parts and portions of the aircraft have been removed from the (former) museum site. Once it was announced that we had the winning bid, plans were quickly made, and the intrepid crew made tracks for Nevada.To Nevada.From Alaska.In the summer.....

Yeah, that's how badly we wanted to get 'er done. So un-wrenching and unscrewing began with enthusiasm. We would rip and tear (carefully!) all day, and collapse in the evening, worn out but pleased with the progress. After a surprisingly short time, the 60 foot long fuselage pod was on a donated house trailer frame and on its way to the build site in MacArthur California. Back at the Battle Mountain, work commenced on the remains of what had

had been a former Royal Canadian Air Force air freighter and then an aerial firefighter. And the remains made an impressive pile. A gooseneck flatbed trailer was loaded up with all of the cowling panels, both of the engines (the jet was donated to the fire base, to be used in a memorial), the props, nose landing gear, eight landing gear doors, all four ailerons, both outboard faps, both inboard flaps, the elevator, the horizontal stabilizer, both rudders, and both vertical fins. Oh, and piles of miscellaneous bits and pieces.

From that, you might think there wasn't much left. As I write this, what is still on site consists of both outer wing panels, both wing tips, both tail booms, and the wing center section (which still has the retracted main landing gears).

Long time member John Reffett of Eagle River AK, who owns two C-119s at the Palmer (AK) airport was part of the first expedition and subsequent ones. He has salvaged many parts from the Battle Mountain aircraft to serve as ready spares for his airworthy Boxcar. He has known aviation scrap dealer Harold Sheppard of Greybull Wyoming for many years, and they are in final stages of arranging for the removal of all remaining airframe part in the near future. While it's always painful for a Wingnut to see aircraft parts going into a smelter, we sometimes have to acknowledge the necessity. We took a hard look at the situation and saw that realistically, there was no reason to delay the salvage any longer. After all, you can only do what you can do. Even if we have to admit the truth of that (and we do), you gotta admit that we can do quite a lot!

