

# KALITTA NEWS

**2007 Kalitta Air Troop Support**

(Pictures: Packages offloaded in BAH 2007)

6-2007

The Kalitta employees, with the support and keen interest of our President and CEO, Conrad "Connie" Kalitta, have successfully packaged many care-packages we would like to have delivered to our U.S. Military Members serving on the "front line". This contribution is something many of our employees have wanted to do for sometime now as they too have family members serving in the region and understand the sacrifices our military members are making daily. This is our way of saying...THANK YOU!

**From:** Andrew Butler**Sent:** Monday, July 02, 2007 12:49 AM**To:** Tina Dewitt**Cc:** Sean Pryce**Subject:** Kalitta Air Packages for the U.S. Military

Tina,  
The packages have arrived in Bahrain and in fact the first recipients (USAF & USN in Bahrain) have already opened their pkgs with much delight.

The packages destined for Iraq will depart Bahrain later today local time and the pkgs destined for KWI and AFG locations will depart tomorrow, Tuesday.

Take care,  
Drew



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**Sent:** Saturday, June 30, 2007 12:58 AM**To:** Andrew Butler**Subject:** RE: Kalitta Air Employees "SUPPORT OUR U.S. MILITARY MEMBERS - 2007"

Please pass on the Kalitta Family and personnel our thanks and appreciation, for their support and heartfelt gesture.

s/f

CWO A. CAMPOS  
Deputy Postal Officer  
Multi-National Force-West



# Connie's Commentary

## The time is nearing for the final results of our 2010 Troop Fundraiser

First and foremost; I would like to take this time to thank everyone who has donated to this worthy cause, for our troops overseas on the front lines.

Every dollar has helped to fund packages being sent over to our troops, and these packages could not have been created without all your support in helping to make our vision for the 2010 Troop Support Fundraiser a reality. Remember, the deadline for final payroll donations will be June 3<sup>rd</sup>, 2010. Final cash donations will be June 17, 2010. I know that this fundraiser for our troops will be a big success because of your participation, which is especially appreciated in light of the current state of the economy.

Next; I would like to thank the team of people responsible for leading this effort, for all their dedication, time consumed, preparation, and homework in organizing this fundraiser for our troops overseas. Without this group's effort, including the home made side dishes for Oscoda's luncheon this would never have been achieved. Respectfully I thank each and every one of you personally.

The final steps of this fundraiser are near, and I know the end result will be very much appreciated by our troops who receive our tokens of gratitude for their service. We welcome your friends and family to help with this project in the hangar. Every hand, small or large, will be appreciated and put to good use. Pizza and pop for all the packers. Packing dates and times are going to be June 21-25 in Ypsilanti, MI from 5pm-10pm. packing volunteers for Ypsilanti, MI can contact Sharon McMahan. For Oscoda, MI (if needed) the packing date will be 25 June from 4pm until done. Volunteers For Oscoda can contact Wendy Callahan for scheduling.

I hope to see you there!



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### *Provide a 'Touch of Home' for the Troops Overseas*

This job means working side by side in a team effort to get these packages moving and delivered overseas to our troops on the front line. The packages are for 4<sup>th</sup> of July, thanking the military personnel for their dedication and patriotism.

We are in desperate need for packers to prepare the packages, finalizing with taping and labeling of the care packages. Packages will contain food, necessities, and personal letters of appreciation from our schools, all wrapped with good wishes of love and support, ensuring our troops they are not forgotten, and to provide a 'touch of home' that will lift our troops' morale, and bring a smile to their faces by sending these care packages around the world, overseas.

Our troops deserve our respect, encouragement and admiration for their tireless dedication to keeping us safe and secure. As they are separated from their loved ones at home, your participation in this event gives our troops the support and encouragement they need and deserve.

Have you ever asked yourself "I wish there was something I could do to support our troops,"  
you're just a click away from making some soldiers' day.

Simply email Sharon McMahan @ [smcmahan@kalittaair.com](mailto:smcmahan@kalittaair.com) or Wendy Callahan @ [wcallahan@kalittaair.com](mailto:wcallahan@kalittaair.com)

Become a volunteer packer today!

"Support Our Troops".

Written by: Cindy Goodboo

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**Kalitta News** is our way to communicate, keeping you in touch with articles and updates on a monthly basis.

*Kalitta News* will strive to pass important information to all departments when required, or when considered necessary.

*Kalitta News* will share great articles regarding *Kalitta Air* or an extraordinary employee from the past, the present, and, whenever possible, the future.

*Kalitta News* would like to thank Todd Myers (Public Relations-Kalitta Motorsports) for his articles and updates.

Special thanks to our Computer Team and to everyone involved in the editing and most importantly to our readers for their support and contributions making *Kalitta News* a reality.

In addition, a special thanks to George Kelsey and his associates for all their resources and their efforts.

To contribute contact: Cindy Goodboo @ Kalitta Air Phone: 734-485-4627 ext 7157 or e-mail: [cgoodboo@kalittaair.com](mailto:cgoodboo@kalittaair.com)

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# Fascinating Life Story Of A Kalitta Air Employee

Sometimes we work along side people who have lived utterly fascinating lives, and we have no idea. We work with them day in and day out, completely unaware of the amazing story right next to us. Following is the first installment in the enthralling life story (as written by him) of one of our fellow employees. Kalitta News will be publishing this story in installments in the next few editions. The identity of this employee will be revealed with the last installment.

The air raids continued along with the steady withdrawal of troops to the west. One day the Germans left a big railroad tanker car full of Schnapps, sitting in the

Freight yard, and when the town's mayor discovered it he ordered the police to dump the contents on the ground. It did not take long for word to get around and people were there with buckets taking home as much as they could. The reason given for dumping the booze was that the Russians would probably get drunk and massacre the whole town. As things turned out this was indeed a good move, we most likely would have ended up losing a lot of folks had it not been for this action.

One day during the summer of 1944 we heard a loud gunshot and Mrs. Bori was running out of their house screaming, her oldest son who was nineteen at the time, shot himself in the foot with his father's service pistol. It was an accident that kept him from getting drafted which probably saved his life or the fate of becoming a prisoner of war by the Russians. Anyone captured by the Russians was subjected to very harsh conditions and most did not survive the prisoner of war camps, especially in Siberia where the brutally cold winters and lack of food along with hard work took its toll on the prison population.

My parents had some friends who were lucky enough to survive, and return to their home after several years as P.O.W. Their families were close to giving up on ever seeing them again, as the Russians never notified the families even though the families were living under communist control. These returnees were very careful whom they would talk to about the conditions in prison camp, the way they were treated by the guards, some of them were not even in the Hungarian army, they were underage civilians, wandering the streets of Budapest looking for food when they noticed signs advertising free soup at the railroad station. After entering they found themselves captured as prisoners of war. It turned out that the Russian army units had to fill a quota, so many prisoners had to be captured by each unit and no one cared how the order was carried out as long as the required number of bodies was captured.

My parent's radio receiver had several short wave bands and was handy to receive stations from all over the world. The laws in Hungary required the registration of all radios, and I think it was the summer of '44 when everyone was notified that all radios capable of short wave reception were to be turned into the City Hall within a short deadline, "to prevent enemy spies from receiving secret messages". Needless to say that's where all the more sophisticated radio receivers spent the war right in the basement of the City Hall. Since having a radio was essential in order to stay informed about coming air raids etc, my parents like everyone else bought a piece of crap radio receiver that had only two stations, Budapest I and II, and got that registered also.

The broadcasts were pretty interesting; as the usual propaganda was frequently interrupted in German, warning about the coming of air raids, a lot of it made no sense, as they used code words to describe the approaching enemy aircraft, of course we civilians had no access to the codes, and were left wondering as to what the hell was going on.

My parents were not looking forward to the beginning of the 1944 / '45 school year as things were beginning to be really hairy, bad news along with air raids were the routine of the day, and it was hard for parents not to have their kids around during these times. I still cannot believe that we were actually able to finish the school year. The fall brought nothing but bad news. In October the Hungarian Nazi party set up the new government and Adm. Miklos Horthy the former leader of the country was jailed, the next thing we knew a law was passed whereby everyone was required to prove their ancestry. This caused a big mess as the whole population was busy running around gathering the required papers. The incentive to comply with the requirements was that one's life depended on the result.

Five hundred thousand innocent people were rounded up and sent to death camps just because of their religion; it was incredible that the idiots in control of the country kept busy with

rounding up and deporting people who were citizens of Hungary to Germany, while all around them every thing was collapsing. The Russians were entering Hungarian soil, the Germans were busy "gloriously advancing" backwards toward the west, and if that was not bad enough we had all those damn air raids that no one could put a stop to.

The "leadership's" priorities were totally out of synch with the realities of the situation. Scarce transportation was tied up to ship people to concentration camps, instead of supporting the troops at the eastern front, who were having a tough time due to lack of supplies, ammunition etc.



Pictures from Google Earth



Szentendre City Hall  
Picture from Google Earth

(Continued on next page)



Picture from Google Earth

We kids used to look forward to the end of December, winter meant snow sledding and Christmas presents. But in '44 things were very different; the stores were empty, food was scarce. If you needed something you had to resort to bartering, as money was absolutely worthless.

In December my dad stopped shaving in order to look older and many times had to hide in the attic of our house, to avoid being picked up for various work details. The authorities were constantly looking for anyone they could to get to dig ditches along the river's edge for defensive position. This was very dangerous as one never knew when some military officer would decide to send the entire group to some distant place, transportation back home would not be available and walking was also risky.

Christmas of 1944 lacked the usual happy times, there were shortages of everything except money, everyone was a trillioner, as money was just worthless paper. My dad made his own cigarette. He, like lots of others, grew tobacco plants during the summer and had the leaves hanging to dry in the rafters in the attic of our house, along with ears of corn and hay for the animals. We also had a small root cellar to store potatoes and horseradish roots in a pile of sand. Mom and Dad tried their best to make Christmas a happy occasion for Sandy and me but, there was no way to hide the constant fear of the unknown.

January 1945 came and with it bigger troubles everywhere. The Russians were getting close to the Capitol, Budapest, and on the 21<sup>st</sup> of January, Hungary declared war on Germany. To the west of the town is a mountain (called Stone Mountain); it is an extinct volcano with the characteristic round shape and flattop. Except for the area facing to the south where it has steep cliffs, the east edge of the mountain has an Inn where tourists could get food, drinks, and spend the night. The western part melds into the surrounding mountains and forests. The Germans set up a gun battery on this place and used the building as an artillery lookout since it had a commanding view of the Town, the western branch of the river (Danube) and the island that separates the two river branches.

The Russians occupied Budapest on Feb 13<sup>th</sup> 1945. Then when they came into our town, the German battery on stone mountain cut loose on them and of course the town, one of the houses got hit in the next street to the west of ours, luckily no one got hurt.

The female population of the town was advised (by the outgoing authorities), prior to the arrival of the Russians, to make themselves as unattractive as possible, in hope of avoiding molestation by the troops.

Well the arrival of the Russians was something else. They came to town like a bunch of wild barbarians, looting; raping women and young girls it was horrible.

My dad's beard was quite long by the time the Russians came to our house, and my mom had herself made up to look like an old witch (she looked so bad it almost scared me and my brother) it was very scary. They came in groups of five to ten soldiers all I can recall was that they just about broke down our door with rifle butts. They slammed my father around, kept yelling "nemetsky soldate" or something like that (I guess it means German soldiers), they went through all the drawers in every room took my dad's pocket watch, and also were looking for jewelry and booze. Thank god no one in the neighborhood had given them any alcohol or who knows what would have happened to us, the first bunch



Picture from Google Earth

hit us around noon and no sooner they left a new group showed up. The whole deal started all over again, except the latter groups could not find anything of value and that made them very mad. We all had to endure this for quite a long time, all I can remember that my mom and dad were both terrified the whole time this went on. The Russians called my parents "Burzsui", which means wealthy in Russian. Being called wealthy by the Russians had my parents puzzled. If we were considered well off in their eyes, than Russia must be one screwed up country. Finally a Russian Army Major set up headquarters in the Villa, (that was owned by the Couple from Norway) and that seemed to put an end to the hassles in the immediate neighborhood.

A couple weeks after the Russian takeover, Mr. Bory the policeman got dressed up in full uniform, sword, fancy hat, sidearm, shiny boots, the works. We all thought he has lost his mind. Well he never made it to the police station, the Russian troops disarmed him took his side arm, fancy sword, hat and boots. He came home in his stocking feet wearing nothing but pants and shirt. He was lucky they did not shot him on the spot. Well that was the end of his career as policeman; he later ended up working in a factory. We never found out what possessed him to pull that stunt specially living next door to the Russian Major's Command Post.

The last part of February brought tremendous shortages of food; lots of people were starving to death. The Catholic Church somehow managed to work out a deal with the Russians to allow young children to be shipped to the countryside to stay with farming families, as the farmers were not as short of food like the city folks.

(Continued on next page)



We were notified by the church of the date of the trip, all the kids were excited about the coming train ride, my parents went with us to Budapest, the train ride to Buda (the old city on the Westside of the Danube) when we reached the end of the line we found that all of the bridges were blown up, gone. We all had to walk across the river on a pontoon bridge, it was very cold and scary, as the bridge was riding up and down on the waves, it seemed like we would never make it across. Once across we had to walk to the main train station, the town was in shambles, with lots of crumpled buildings everywhere. Shortly after we got to the station the train arrived, it was pulled by a big steam engine.

They boarded all of us kids and the parents on the train; that finally got us out of the cold. The most heartrending part came next when all the parents had to leave.

It was very sad, we all cried. Suddenly none of us wanted to leave without mom and dad. We all were scared that we would never see our parents again. It was awful to be looked after by strangers who were allowed to go with us but not our parents. The train pulled out of the station amid the cries of the kids and parents. After all these years it still makes me sad to think of this experience. I wonder what must have gone through my parent's minds on the way home after seeing me and Sandy off. I am sure they must have worried about us, where would we end up? Or would we arrive safely? During this uncertain times.

Shortly after the train started we all were served some food to eat I think it was some kind of sandwiches, I cannot remember what we got for drinks. The train ran through the night, I could not sleep. I missed my parents, and was very scared, the only familiar face we saw on the train was a priest from town. The train stopped a few times on a side rail for a short time to let another train pass in the other direction. All I could make out in the dark on the other train was some tanks and army trucks; they were probably heading for the front or maybe to occupy the country.

It was late in the second day when we were taken off the train. After leaving the train we were put on horse drawn carriages, we sat on straw on the bottom of the carriage, the carriages went separate ways, ours ended up in a small farming village of not many houses, and the place reeked of animal manure.

(To be continued next month)

## Oscoda's Luncheon for Troop Support 2010

LUNCHEON TO RAISE MONEY FOR THE  
KALITTA AIR 4<sup>TH</sup>. OF JULY TROOP SUPPORT

HANGAR 7 BREAK ROOM  
WEDNESDAY MAY 12, 2010 AT 11:00 A.M.

ONE HAMBURGER COOKED ON THE GRILL WITH  
YOUR CHOICE OF TWO SIDE DISHES.  
MOST OF THE SIDE DISHES WILL BE HOME MADE.  
\$5.00 DONATION



Like a whirl wind, it all started with this flyer circulating through Kalitta Air in Oscoda.....just look at the line forming outside of hangar 7....

The famous words "home cooked dishes".....

Everyone loves a good homemade meal, especially the way Oscoda puts out a spread! I'm sure there were some good-ole-fashion-family-recipes to be shared there.

Word has it that **each side dish** won the "blue ribbon for excellence".

Oscoda came through again with their great group effort. None of this would have been possible without the fantastic teamwork that Oscoda is known for. Hopefully it will not be the last....



# Kalitta News 2010 E-mails from our Readers

I just wanted to say thank you for doing the Kalitta News. I enjoy reading it and look forward to new editions. I am very curious to see who the mystery employee is...I work nights in the simulator shop. Although Jeff and everyone else try to keep us informed, your newsletter lets us know all the many different happenings within the company and the people involved. There are so many facets to the company and the people who work for it. I find it all very interesting.

We receive it every month. I appreciate that you do this.  
So thanks again and I look forward to many more newsletters!

Kathy Dunkle

I see that you are hard at work doing double duty again.

Dave Rothermel

Very nice article! I enjoyed it. Although, I already think I know who our mystery employee is by reading where they are from. Of course those who don't know him wouldn't know. What would be really fun is if it isn't who I think it is, because then I would be totally confused. At any rate, it is an interesting story and it is news to me...Very stimulating!

Thanks Jack Tarif

Thanks so much for including the testing center information, Cindy. We all look forward to the newsletter and appreciate your time!

Naomi Buchinger

Great News Letter;

I just read the News Letter for March and it is totally awesome. You're the best and thank you for all your hard work.

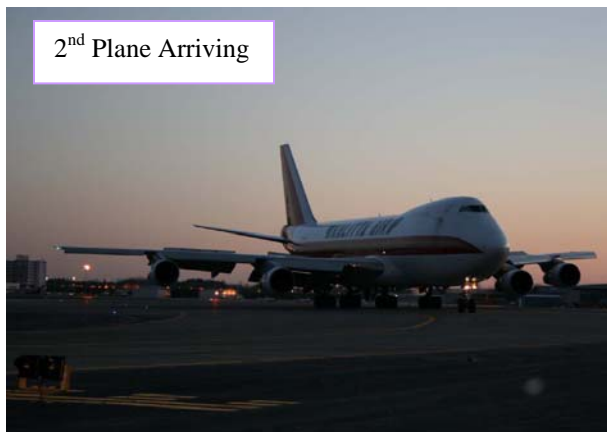
Chris Harris

Great to see the news letters again. I enjoy reading them, keep up the good job.

Tom Mihajlovski

Us old farts at Kalitta and Old Rosenbalm Aviation have an idea who the mystery man is. we won't tell anyone, but there's still a few of us around here that know this person from way back, nice man, fun pilot to fly with, we travel together a lot back in the days. If it is who we think it is, I've known him for over 38 years.

Bob Ruffner



2<sup>nd</sup> Plane Arriving

## Kalitta Air transports 53 of the World's Rarest, Beautiful and Most Expensive Cars for the 2010 Gumball 3000

Date: May 4<sup>th</sup>, 2010

Cargo: Vehicles for Gumball 3000 event

Loadmasters: Fred Clark and Willie Cortes

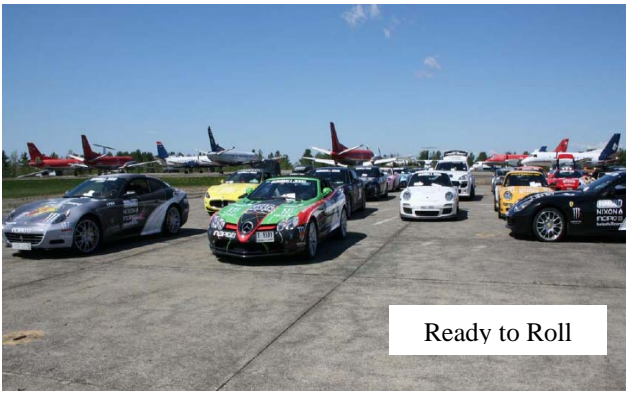
This event began in London on the 1st of May and consisted of a tour of Amsterdam, Copenhagen, Stockholm, Quebec City and Toronto before finally rounding off in New York seven long days and nights later – basically, the contestants will be driving 3000 miles across some of the finest scenery in Europe, Scandinavia, Canada and the US. The cars in this year's Gumball 3000 are about as exciting as some of the celebrities that were driving them.

The Gumball 3000 is an annual international road rally which takes place on public roads, with different routes around the world each year. Founded in 1999 by Maximillion Cooper, it sees an annual entry of 120 cars, which are mostly exotic and powerful sports cars. The Rally is not a serious race in the traditional sense of Rally races - there are no prizes for being fastest or official timekeeping of any sort. Organizers emphasize that it is a road trip adventure and not a race.

The mammoth task of loading 53 of the world's rarest, beautiful and most expensive cars onto two of Kalitta cargo planes was successfully completed through the hard work of Kalitta Air, Airfreight, Gumball and airport crews.



Almost Done



Ready to Roll

The vehicles were escorted from the gate to Kalitta's two planes awaiting their arrival, which of course took time due to security and customs...but after they arrived all went smoothly. The crew had to wait for each car to be delivered before loading any of them, as they were numbered and had to be loaded in sequence. Due to the differences in weights, sizes and types of the vehicles, prior sequencing was required in order to ensure even weight distribution on the aircraft. Porsches and Ferraris were all loaded in the bellies of both aircraft. Finally, after all of the vehicles were loaded, and properly restrained in the aircraft they were ready for take off to Bangor Maine. The Flight time to Bangor Maine from Sweden was approx. 7 hours. (There were three couriers on each aircraft.)

When they finally landed in Bangor Maine, one of the Gumball Reps came up the air stairs to prepare for the final offloading of the vehicles. Willie asked if they needed any help driving the cars off the plane. The gentleman replied "yes" and those were the words Willie and Fred were waiting to hear.

These fine and rare vehicles such as the Lamborghinis, Porches', Ferraris, Jaguars, Mercedes-Benz, Aston Martins and more were driven by famous celebrities, stars and singers, famous rich people from around the world...who all participate in this event.



View from underneath plane

"We were fortunate to be able to be on the flight with this type of cargo. One can only dream of being on an aircraft with nothing but famous vehicles owned and operated by famous celebrities....for the Gumball 2010."

"Such a thrill to be able to drive these vehicles"...said Willie. "It was a once in a life time experience!"

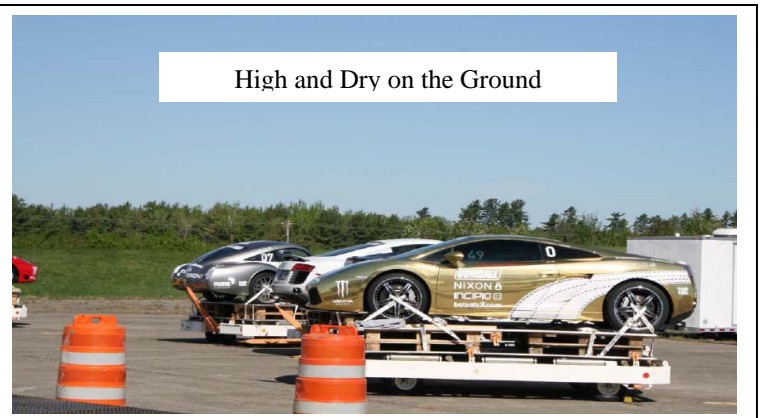
Afterwards each crew member received shirts and sweatshirts compliments of a job well done.

Willie Cortes and Fred Clark enjoyed their time of fame behind the wheel of some of these vehicles, especially with pictures being taken and video cameras running. They felt famous...especially with their Kalitta hats on.....

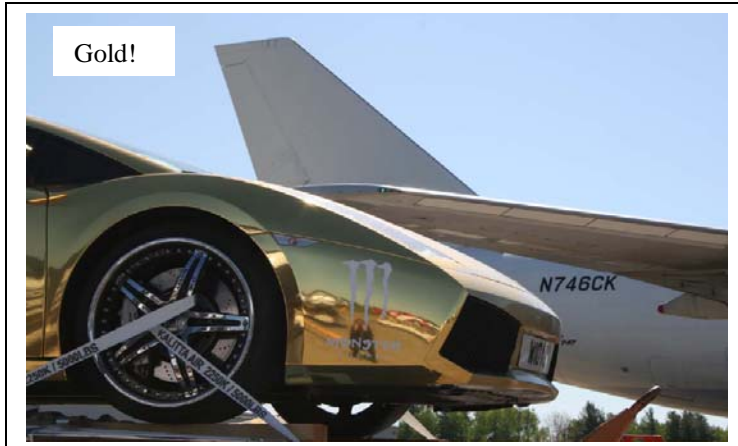
Written by: Cindy Goodboo



Getting Cars from the Belly



High and Dry on the Ground



Gold!



Oldie but Goodie



## GE ENGINE SHOP - OSCODA

Expansion is under way in Oscoda with the addition of the new General Electric CF6 Overhaul and Repair Shop and three buildings are in the renovation process in preparation for the opening of the shop tentatively

scheduled for August, 2010. Connie's decision to lease these three buildings from the OWA that sit across the airfield from the hangar complex and JT9 Shop was a wise move in the right direction for both the Part 121 and Part 145 sides of Kalitta's operations.

Construction and renovations on the primary building are well under way, with newly painted floors, office spaces, a conference room and many other areas to support the expansion of our Engine Repair capabilities in Oscoda to include the GE CF6-50 and -80 Series engines that supply thrust to the 747-400's. Instead of having them repaired at other MRO's, we will soon be able to complete overhaul and repair on these engines right here in our backyard. In addition, this will put our Part 145 Repair Station into a new market and allow us to have an FAA Class III Rating for powerplant overhaul and repair in Oscoda.



Above: Module Shop with new paint & high efficiency lighting



In addition to above (left) bench inspection area, the primary building (right) will also include the following: stockroom, clean shop, balance room, machine shop, NDT shop, conference room, and office areas. Additionally, there is another adjacent building (below – left) that will be utilized for staging/marshalling and/or office space, and a garage for storage. More to come in the next issue of *Kalitta News*!



Above: Staging/Marshalling Building



Above: Proximity of ramp/hangars across the airfield

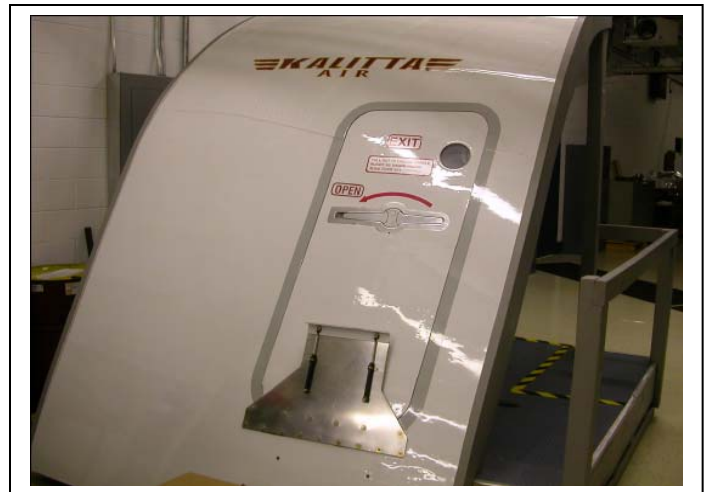


## Hands On Training

Most folks in the Aviation Industry will tell you, the most boring part of their jobs isn't the long 9 and 10 hour legs always scheduled to be between 3 and 5 AM. It's not even the 2 and 3 day layovers in the hotel with nothing to do. Most pilots and flight engineers will tell you the most boring part of their jobs is the annual recurrent or the initial training they endure. Sitting in a darkened classroom, listening to some yahoo (yahoo currently writing this, by the way) drone on about how systems function and how the best course of action is to break out the book and read about the best way out of the current debacle you happen to find yourself in at this time. But, there are some training evolutions that are a little less boring than others, and that's the Hands On Training.

This gives the crews a chance to actually move a switch, or in the case of Safety training, to actually get a chance to open an emergency exit and to personally dump a slide pack out and feel the weight of the pack and to see the issues involved with accessing a door in an emergency situation.

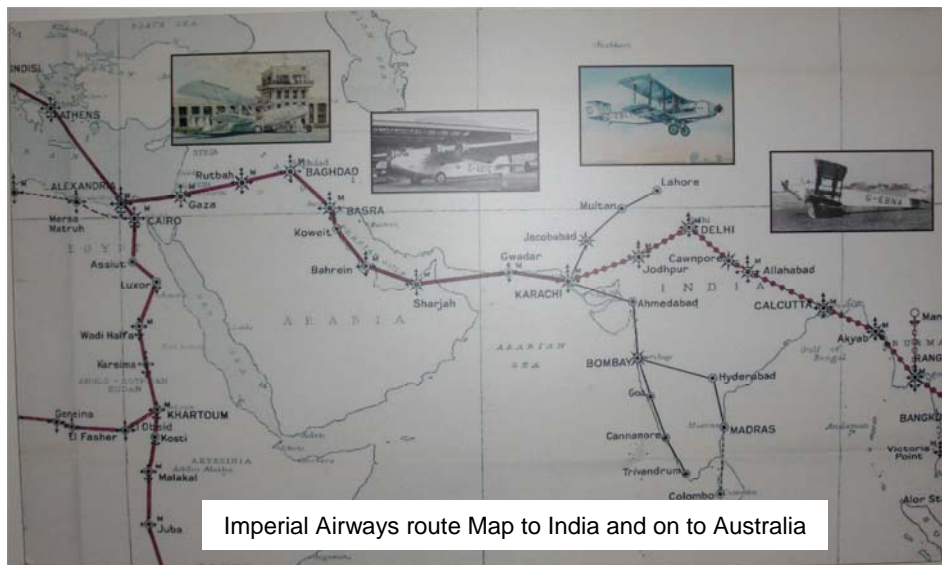
We have just such a training device in our arsenal of training toys here at the Training Center. Our emergency exit training device is located in the training building on the first floor. Now, the beauty part of our training device is that it actually came from a real live B-747. It was at one time the upper deck "Crew Service Door" on a former JAL 747 that was purchased as a parts aircraft. Our maintenance crews in Oscoda did a remarkable job cutting it out of the airframe and mounting it onto a very sturdy and usable stand. The craftsmanship and attention to detail used to put this training device together is second to none, and the trainer itself is the envy of all training centers. It is truly the most accurate and detailed door trainer I have ever seen in use to date (been teaching emergency egress for well over 25 years) and the maintenance staff here in YIP have modified it to make its longevity even longer.



The real key to the accuracy of training on our trainer is the fact that the slide itself is still in the box. Most the trainers I have seen have you dump an empty box out the door, and crews don't get the feel for the real weight of an active door slide. With ours, they get the real time feel for the effort required to get a full slide pack out the door. I am constantly getting remarks like "I never realized they were that heavy" or "I didn't have a clue it took that much effort to unlock and slide it to the opening". Add to that the reduction in training costs, which currently runs about 185 dollars an hour to rent a lesser device from Denver's training center, its very obvious that the procurement of ours was a wise decision.

Written by Gary Price  
B747 Ground School Instructor, Kalitta Air LLC

# SHARJAH-AN INTERESTING VISIT



Imperial Airways route Map to India and on to Australia

I am very fortunate that my job, as a Kalitta Air Boeing 747 Flight Engineer, takes me to some interesting and not so interesting places. In January 2010 I found myself operating around the Middle East and Asia. During a mandated day off in Dubai I decided to seek out what remains of RAF Sharjah. Sharjah started life in the early thirties as a transit stop for the Imperial Airways route to India and on to Australia. A fort like structure was built to house the staff and the passengers during the night stop. That fort still exists and is the basis for the Al Mahatah Museum.



Inside the fort, the individual bedroom doors can be seen.



The Fort Main Entrance on the Airfield Side



Originally Volleyball Court



Entrance to the Museum grounds

## Development by the Royal Air Force

The original salt flat runway was improved when the RAF (Royal Air Force) entered the picture and RAF Sharjah became a well know fixture. Today the runway is now King Abdul Aziz Street.

The original fort building consisted of many single bedrooms. Today, the interconnecting walls have been removed and archways constructed so that one can walk the length of the building inside. The original doors are strictly for show. One side of the fort is dedicated to the Imperial Airways/RAF time at Sharjah; the opposite side is used for Aviation technical subjects and a very interesting hand on interactive display by Air Arabia (Sharjah's low cost airline) that can be used by students to learn about airline operations.

The Fort building has two additions since the RAF days. The first, a hangar, is close to the north end of the building and houses early Gulf Aviation (now Gulf Air) aircraft. An Anson, Dakota, Heron and Dove are featured. Also displayed are a BOAC Comet 2 nose and a unique fuel bowser.

Sadly no RAF aircraft are there and the museum needs more photographs of RAF activity. There is plenty of room in the



Avro Anson

My very first air experience flight at Cosford was in an Anson



De Havilland Dove

Hangar for a Hawker Hunter which I believe was based at Sharjah. Any ideas?



Douglas Dakota (DC3) Gooney Bird



De Havilland Heron



BP Fuel Bowser

## The Original ATC Control Tower



On the south end of the building is a very nice exhibition of aviation from dinosaur-like flying animals through modern aviation.

There are two working wind tunnels to teach Bernoulli's principle. The guide said the exhibition was designed by a UK company. It is pitched at teaching youngsters about flight.

Close to the North end of the fort is the original ATC Control Tower. (This is not open to the public). An interesting part of the tour was a film made in the thirties showing an Imperial Airways HP42 arriving at Sharjah, its subsequent servicing, and its departure the next day.

Here are two maps of Sharjah:



Some more pictures of Sharjah today:

This was the Runway! Looking North



The ramp area shown in the aerial photo was over here



HP42 Model in the fort



View of the Fort and Control Tower Model

**Another view of the ATC Tower & Guard Tower, note high rise buildings close to the old runway.**

This completes my RAF Middle East tour. I was in Bahrain and Aden in the sixties during the Rhodesia UDI. In the 70's, Masirah with 57 Victor Tankers. Now I've made it to Sharjah which I evaded during my service.

I'm sure that the museum would welcome any pictures or input from Ex-RAF types:

Al Mahatah Museum  
PO Box 2258  
Sharjah  
United Arab Emirates  
[sdci@sdci.gov.ae](mailto:sdci@sdci.gov.ae)

The Al Mahatah Museum is one of 16 Sharjah Museums.



View of the ATC Tower & Guard Tower

**The seat in the article was in the museum and no one was sure what aircraft it came from. I was hoping one of my ex colleagues would be able to identify it.**

Mike;

Thank you for your article regarding the aviation museum in Sharjah. Your article and pictures created such an enriching storehouse of history of the museum grounds.

Giving us a prehistoric view of the way aviation was and giving us a chance to visualize how far we have come in the aviation world today.

Museums preserve are past, and without them we would have nothing to carry into our future. Not only do the museums educate us, they help us to see how far we have come. Museums captivate the ancestry and roots of Aviation. I hope you find your answer about the seat. Curious minds want to know.



**In closing, what is this from? A Rapide? (Domine) Has a wood structure under seat.**

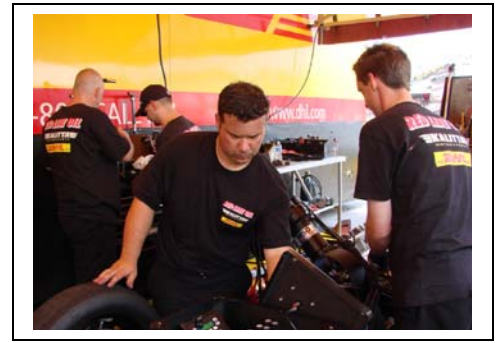


Author: Mike Young, (Ex. Royal Air Force) FE for Kalitta on the Classic with the museum guide

Sincerely; Cindy Goodboo

By Todd Myers,  
Public Relations-Kalitta Motorsports

# Kalitta Motorsports



Hello Kalitta family. Our DHL Funny Car driver, Jeff Arend, recently posted an entry on his NHRA.com blog about some of the finer points of drag

racing in the modern era. The blog was very informative and since I get asked a lot of the same questions, I have decided to share with you this condensed version of Jeff's blog to help you understand a little bit more about our sport.

**Track Temperature:** Probably the one thing that affects the performance of our race cars the most is the temperature of the track. Optimal conditions for us would be somewhere in the 70-80 degrees range. As the track temp goes up, performance goes down. Once temps get over the 100-degree mark, performances drastically start to drop off. The main reason is because the rubber and the glue on the track start to get soft and squishy instead of being tacky and "tight." The co-efficient of friction between the tire and the track starts to go down as the temp gets higher and therefore you can not apply as much power and clutch to the racetrack.

**Track Condition:** For the most part NHRA does a great job prepping the track before we show up. What they generally do is scrape most of the old rubber off the concrete pad and then prep it with their tire machine. The tire machine has a big block Chevy engine powering a device that has drag slicks attached to it. The slicks spin and the machine pushes them down onto the track surface applying a fresh coat of rubber. This in conjunction with spraying traction compound (glue) onto the track gives us a nice tacky surface to run on. Some of things they really can't fix though are bumps in the track, the transition from the concrete pad to the asphalt, and the actual condition of the asphalt. The bumps and the transition we can usually work around assuming that we know they are there.

They are difficult to detect in most cases and can only be seen by looking at the driveshaft speed, front wheel speed, or ride height sensor data after a run. Sometimes the bumps have been there since the last race, so you can go back to last years data from the race to decide what to do. What we can do is slow the clutch down or take ignition timing out of the engine just before we reach those spots to hopefully reduce the power being applied to the ground in those critical areas. Some of the tracks though have asphalt that is just not in great condition when we get there. When you look at the asphalt you are looking for things like the size of the aggregate used, cracks, and general condition. A track that has a lot of gaps in the asphalt greatly reduces the surface area that the tire runs on, reducing grip or traction.

**Numbers:** Numbers are basically the settings that we can apply to the different management systems in our race cars. Unlike a Pro Stock car, which needs good air to make power and run quick, we can make up for that with things like blower overdrive, ignition timing, and compression ratio. We have a weather station that constantly monitors barometric pressure, air temp, water grains, humidity, and so forth. We can then plug these numbers into our tune-up program to give us an idea of what to run for head gasket thickness, blower overdrive, ignition timing, nitro percentage, and a fuel curve. The tune-up program is based upon data we have from past runs and will be tweaked as better superchargers and components come out that make more power.

The goal is to make the same amount of power no matter if we are racing in Pomona at the beginning of the year or in Topeka where the corrected altitude is 2,000 feet higher. That way you can kind of take a variable out and work with the clutch system more to apply the power safely. The clutch system is controlled by a few things. First we have what is called primary weight.

(Continued on next page)



The primary weight basically is what you run on for the first 150-200 feet. The more weight you can put on without smoking the tires, the quicker in theory you should be able to run in that distance. The cooler and stickier the track is, the more weight you can put on. The more runs you make under those conditions, the more numbers you get until you can come up with a graph. Crew chiefs can then build a "Primary Weight vs. Track Temp" graph and will know how much primary weight to put on for a certain track temp.

The secondary weight or "lock up" weight is used to help the clutch apply and then lock up as quickly as the track conditions will dictate. In a nutshell, we intentionally delay the lock up of the clutch until close to half-track, further down as track conditions get worse.

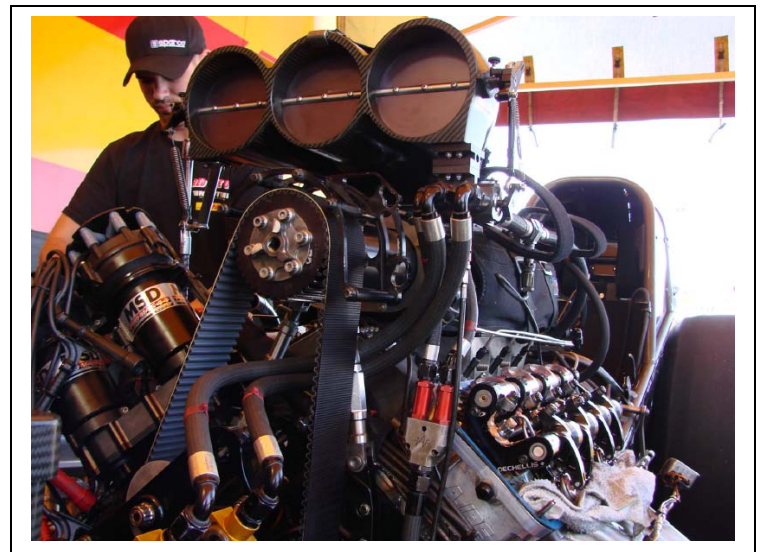
Think of getting in your new stick shift sports car. If you were to floor the gas and then dump the clutch at 6,000 rpm, the end result will usually be tire smoke. Let's say you then floor the gas but then very slowly release the clutch. You will probably smoke the clutch out of your car (not recommended), but the tires won't slip. That's kind of like what we are trying to accomplish. Most of us run a 5-disc clutch, which is made to slip. We control how fast the clutch moves, which in turn controls how much power is applied to the ground. The clutch management system is generally controlled by a series of timers and flows. We can decide how fast to move the bearing, if we want to slow it down in an area.

Last but not least we can get into ignition timing numbers. Fifteen years ago you basically set the timing of the mags and that's how much you ran for the whole run. Crew chiefs then noticed you could leave with more power and then move or "retard" the mags somewhere in the 100-foot range to take power out and then put it back in later and the cars would go faster and smoke the tires less early in the run. Now all the fuel cars use a programmable timing computer. The crew chiefs use this computer and build a "timing map" based on time and degrees of timing. Let's say you want to leave with 50 degrees of timing and then at 1.1 seconds knock 25 degrees out (which is probably like taking 3,000 hp away) and then ramp it back in by two seconds and then maybe take some out later to help the clutch apply, all they have to do is plug in all those points. The computer can store over 10 maps so if at the last second you want to change something, you can plug it in and in about 10 seconds, it is all changed.

Fuel: Fuel pumps are generally flowed on a flow bench at a given rpm like 8,000 and through an orifice that is close to the area of the average fuel system. So a 95-gallon pump will flow 95 gallons per minute at 8,000 engine rpm. A basic fuel system will flow between 50-60 gpm at the hit of the throttle and then climb up to 70-80 gpm as the clutch locks up. A part called a "slide valve" controls the rate that this fuel ramps in. This slide valve is also controlled by timers and a flow. Then most are regulated in that range right until the finish line. Why do you then need a 100 gpm pump? Most fuel cars will rev up to around 8,000 rpm when they leave the line. At about one second we take all that timing out to reduce power (so it doesn't smoke the tires) and this lowers the engine rpm by about 500. Then a bit later we will begin to apply the clutch and add more power via the timing map and adding more fuel volume. As this happens it starts to pull the engine rpm down.

When the clutch locks up, the engine rpm depending on your tune up you could be as low as 6,000 rpm. At this point your 100 gpm pump, which is driven direct off the gear drive, may only be able to put out 70 gpm.

When the clutch locks up, this is when you have the most load on the engine and thus require a lot of fuel. If you don't have it, you will start to burn up parts and do damage. After the clutch locks up, the engine will then accelerate back up to around 8,000 as it approaches the finish line. As this happens we have another component called a BDK valve that regulates our fuel pressure (volume) and keeps it in the 70-80 gpm range. This too is fully adjustable with timers and pressures.



Until next month...

See you in June's Issue of Kalitta Air News