



HBO FILMS

MEMO

TO: Kary Antholis

FROM: Mark Levenstein

DATE: 9/8/06

RE: "Candy Bomber" Plane Info

Please find attached info regarding the two planes we acquired for use in "Candy Bomber". They are being stored at North Weald air field in Essex under the care of our aeronautical consultant Mike Woodley.

In short, the planes are two similar variations of the traditional Douglas Skymasters. The C54-B served in the US Navy during WWII, while the DC-4 was primarily a civilian transport plane.

Their approximate specs along with press articles and purchase agreements can be found in the accompanying materials. Please let me know if you have any questions.

Film star Skymasters gather at North Weald

DISPELLING previous rumours, that Duxford would be the final destination, North Weald in Essex was the recipient of two Douglas Skymasters on September 27 and 28. They have been acquired by North Weald-based Aces High Ltd and will be used in the making of an as-yet-unnamed film based on the Berlin Airlift.

The film's aviation co-ordinator Mike Woodley, Managing Director of Aces High, has many years of experience in providing aircraft for the film industry. These are the latest in a long series that have 'starred' in movies and the TV.

Both aircraft have very different backgrounds. N44914, painted in Air Transport Command Atlantic Division colours, entered service with the US Navy as R5D-3 Skymaster 56498 in March 1945. In 1962 it was redesignated as a C-54Q and served on until retirement to the 'bone yard' at Davis-Monthan, Arizona, in 1972. It was civilianised as N44914 in 1975 and was found at Boston, Massachusetts.

The other is a pure civilian, a DC-4-1009 delivered to Northwest Airlines in April 1946 as N6504. After several owners it moved to Africa Air of Liberia as EL-ACDR in the early 1960s. It joined Canadian operator Transair as CF-TAW in 1965, by which time it had gained a freight door. It returned to the US register, this time as N31356 in 1976.

Following preparations for the overseas crossing, the two aircraft set out on the transit flight across the northern



ferry route together, but a technical snag at Reikjavik delayed '356, necessitating a further overnight stay in Iceland prior to delivery to North Weald. In addition to the Skymasters, Mike Woodley will be using several Douglas DC-3s or C-47s, his own Dakota 3 N147DC that has featured in many films and TV programmes over the years, will be used. Others will be acquired shortly, along with several fuselage sections for studio and internal work.

As work progresses on this major production, FlyPast will bring you news of further acquisitions and progress.

REPORT AND PHOTOS: ALAN F. DRUOLIHAN



Film DC-4 duo fly in at North Weald

IN THE GATHERING GLOOM at North Weald just before 1900hr on September 27, minutes before the airfield was due to close, Douglas C-54Q N44914/56498 landed after a 7hr ferry flight from Keflavik, Iceland, and taxied over to the Aces High parking ramp before shutting down. It 1600hr the following day, habernate Douglas DC-4 131356 "44-42914", which had suffered ignition prob-

lems at Keflavik, preventing a planned formation Atlantic crossing, completed a similar journey, and parked alongside the C-54 for the winter.

The two Douglas propliners have been bought by North Weald film specialists Aces High. Next March, alongside up to five Douglas C-47s, they will be used in the American Home Box Office Channel film *Candy Bomber*, the story of Berlin Airlift pilot Gail



ABOVE DC-4 N31356 arriving at North Weald on September 28. **In the Berlin Airlift film it will portray a coal-hauler.** **LEFT** The DC-4 (left) and C-54Q N44914 side-by-side on the Aces High ramp on September 29.

Halvorsen, who became a legend among Berliners for parachuting packets of sweets to the children of the city during the Airlift. Part of the shooting schedule will see the Douglas fleet flying from an airfield in Hungary for many of the "German" scenes in the film.

Smart C-54 N44914 still wears the colours in which it was operated by the Atlantic Wardbirds organisation on the arshow circuit in the early 1990s from Massachusetts. The scheme is likely to stay in place for filming, as will the more standard Airlift colours on N31356, which

was stored at Tucson before being refitted for the Atlantic crossing (see *News* October). With the arrival of the Dutch Constellation and the Conroy Guppy, the last week of September 2002 will long be remembered in Britain as the week of the migrating propliner.



Aircraft Purchase Agreement
SHERMAN AIRCRAFT SALES, INC.
SINCE 1959

DATE: July 12, 2002

CITY/STATE West Palm Beach, FL 33412

AIRCRAFT DESCRIPTION

INFORMATION ABOUT AIRCRAFT TO BE TRADED IN:

MAKE Douglas MODEL DC-4
REGISTRATION No N31356 SERIAL No 42914

MAKE _____ MODEL _____
REGISTRATION No _____

THE UNDERSIGNED PURCHASER AGREES THAT HE HAS READ AND UNDERSTANDS THE TERMS, CONDITIONS, WARRANTIES AND LIMITATIONS OF LIABILITY SET OUT ON THE REVERSE SIDE HEREOF AND THAT THE SAME ARE INCLUDED IN AND ARE A PART OF THIS PURCHASE AGREEMENT ALL AS IF SET FORTH ON THE FACE HEREOF.

PURCHASER'S SIGNATURE

SALESMAN'S SIGNATURE

Seller warrants that aircraft and spares will be free and clear of all liens and encumbrances at time of sale. Aircraft sold subject to receipt of airworthiness certificate. Seller to perform a 100 hour/Annual Inspection, which will cover the required maintenance/repair costs at their expense. Purchaser to wire transfer a \$100,000 non refundable deposit which will cover all work required. Final payment of \$200,000 due on August 30, 2002 or before if above inspection is complete. Seller will make best efforts to complete aircraft on time. Aircraft sold FOB Arizona.

ACCEPTED BY:

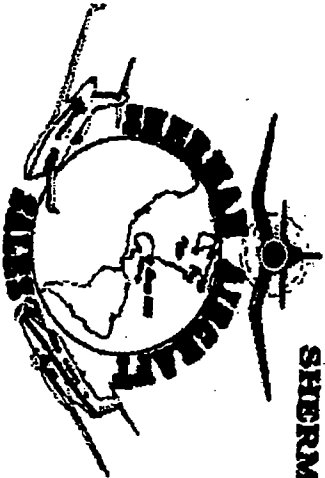
SIGNATURE OF SELLER

12 July 02
DATE OF ACCEPTANCE

30 August 02
EXPECTED DELIVERY DATE

| | | |
|----------------------------------------|----|------------|
| Prix with accessories and equipment | \$ | 300,000.00 |
| Delivery cost | \$ | |
| State and Local taxes | \$ | |
| License, transfer and registration fee | \$ | |
| TOTAL PURCHASE PRICE | \$ | 300,000.00 |
| Cash deposit with this order | \$ | 100,000.00 |
| Trade value of used aircraft | \$ | |
| Amount of cash to be paid on delivery | \$ | 200,000.00 |
| TOTAL CREDIT TO PURCHASE PRICE | \$ | 300,000.00 |

cc: Martine Shihm ✓



Aircraft Purchase Agreement SHERMAN AIRCRAFT SALES, INC.

AVIANCE 1000

PURCHASER'S NAME Aces High Limited
 ADDRESS Hangar 6, North Weald Airfield
 CITY/STATE North Weald, Essex CM16 6AA
 SELLER'S NAME Sherman Aircraft Sales, Inc.
 ADDRESS 11610 Aviation Blvd.
Suite A-4

CITY/STATE West Palm Beach, FL 33412

DATE: June 14, 2002

AIRCRAFT DESCRIPTION
 MAKE Douglas MODEL DC-4/C-54B
 REGISTRATION No N44914 SERIAL No. 10630

INFORMATION ABOUT AIRCRAFT TO BE TRADED IN:
 MAKE _____ MODEL _____
 REGISTRATION No. _____

THE UNDERSIGNED PURCHASER AGREES THAT HE HAS READ AND UNDERSTANDS THE TERMS, CONDITIONS, WARRANTIES AND LIMITATIONS OF LIABILITY SET OUT ON THE REVERSE SIDE HEREOF AND THAT THE SAME ARE INCLUDED IN AND ARE A PART OF THIS PURCHASE AGREEMENT ALL AS IF SET FORTH ON THE FACE HEREOF.

PURCHASER'S SIGNATURE _____

SALESMAN'S SIGNATURE _____

Seller warrants that aircraft will be free and clear of all liens and encumbrances at time of sale. Aircraft sold subject to receipt of airworthiness certificate. Seller to perform a 100 hour/Annual inspection, which will cover the required maintenance/repair costs at their expense. Purchaser to wire transfer a \$100,000 non refundable deposit which will cover all work required. Final payment of \$200,000 due on August 12, 2002 or before if above inspection is complete. Seller will make best efforts to complete aircraft on time. Aircraft sold FOB Boston. Spares package to include zero time engine.

ACCEPTED BY:

J.M. [Signature]
 SIGNATURE OF SELLER

14 June 02
DATE OF ACCEPTANCE

12 August 02
EXPECTED DELIVERY DATE

| | | |
|----------------------------------------|----|------------|
| Price with accessories and equipment | \$ | 300,000.00 |
| Delivery cost | \$ | |
| State and Local taxes | \$ | |
| License, transfer and registration fee | \$ | |
| TOTAL PURCHASE PRICE | \$ | 300,000.00 |
| Cash deposit with this order | \$ | 100,000.00 |
| Trade value of used aircraft | \$ | |
| Amount of cash to be paid on delivery | \$ | 200,000.00 |
| TOTAL CREDIT TO PURCHASE PRICE | \$ | 300,000.00 |

Positive Sales/ENE handprint

Approximate Skymaster Specs: (These are general specs for Skymasters, slight variations may exist among the different models in the series)

General characteristics

- **Crew:** 4
- **Capacity:** 50 troops
- **Length:** 93 ft 10 in (28.6 m)
- **Wingspan:** 117 ft 6 in (35.8 m)
- **Height:** 27 ft 6 in (8.38 m)
- **Wing area:** 1,460 ft² (136 m²)
- **Empty weight:** 38,930 lb (17,660 kg)
- **Loaded weight:** 62,000 lb (28,000 kg)
- **Max takeoff weight:** 73,000 lb (33,000 kg)
- **Powerplant:** 4 × Pratt & Whitney R-2000-9 radial engines, 1,450 hp (1,080 kW) each

Performance

- **Maximum speed:** 275 mph (239 knots, 442 km/h)
- **Cruise speed:** 190 mph (165 knots, 310 km/h)
- **Range:** 4,000 mi (6,400 km)
- **Service ceiling:** 22,300 ft (6,800 m)
- **Wing loading:** 42.5 lb/ft² (207 kg/m²)
- **Power/mass:** 0.094 hp/lb (160 W/kg)