

VE

LT. E.C. ETHELL
+ + + + +

U.S. ARMY P-381-5-10
AIR FORCE SER. 44-27083
CREW WEIGHT 200 LBS.

SERVICE THIS AIRPLANE WITH
GRADE 100/130 FUEL. IF NOT AVAIL-
ABLE, T.O. NO. CG-5-1, WILL BE
CONSULTED FOR EMERGENCY
ACTION. SUITABLE FOR AROMATICS

A Boy's Dream

Joe Lipka

My father was in the Army Air Corps during the Second World War.
Brave men feared him.
He was an auditor.

Never deployed overseas, he audited the books at Air Bases in the United States.

Growing up as a child of the fifties we played army with genuine surplus equipment. My dreams were not earth bound, but airborne. I dreamt of being a pilot.





When I dreamt of flying, it was always an airplane from the Second World War.

One of my favorite books growing up was filled with pictures of these warbirds.



I knew these airplanes from the book I owned and from the Revell models I assembled with Testor's Liquid Cement. Here they were, life size, aluminum, steel, rubber and plexiglass, the real version of plastic scale models.

These are war machines. Their purpose is death and destruction. But they are beautiful. Heavy, yet able to soar through the air, they are angels of death, floating through the heavens delivering death to an enemy.



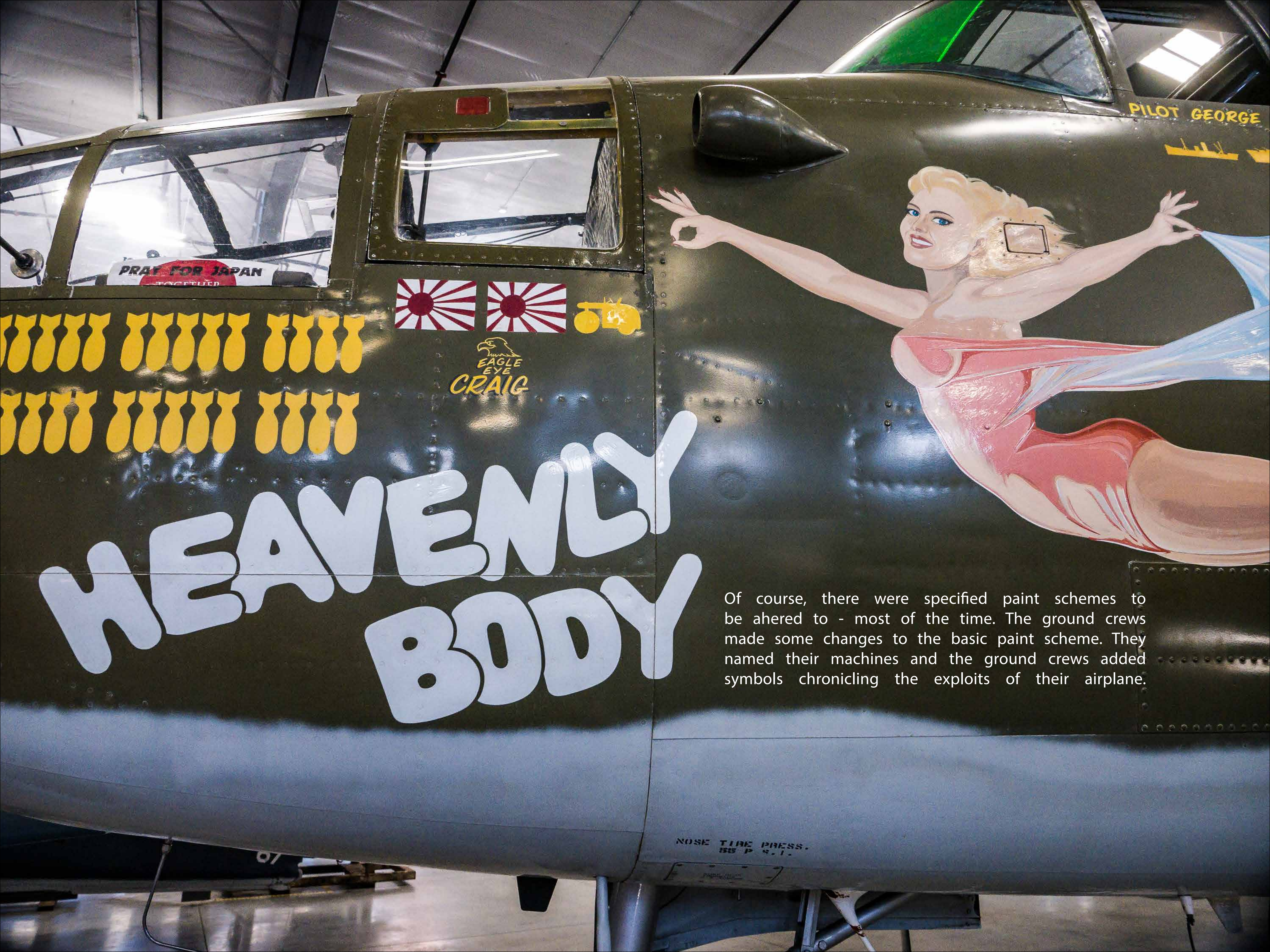
They are so small. I don't think I could fit inside most of the cockpits. I am scared thinking of how far, high and fast these planes went and the courage it took just to fly one of these machines knowing another person was also climbing into their small machine to shoot other planes from the sky.





Identifying friend or foe was a life or death decision. Airplane shapes and markings were the two basic characteristics used to identify friend or foe. Uniform painting schemes were designed to make airplanes hard to identify by the enemy but not by allies.

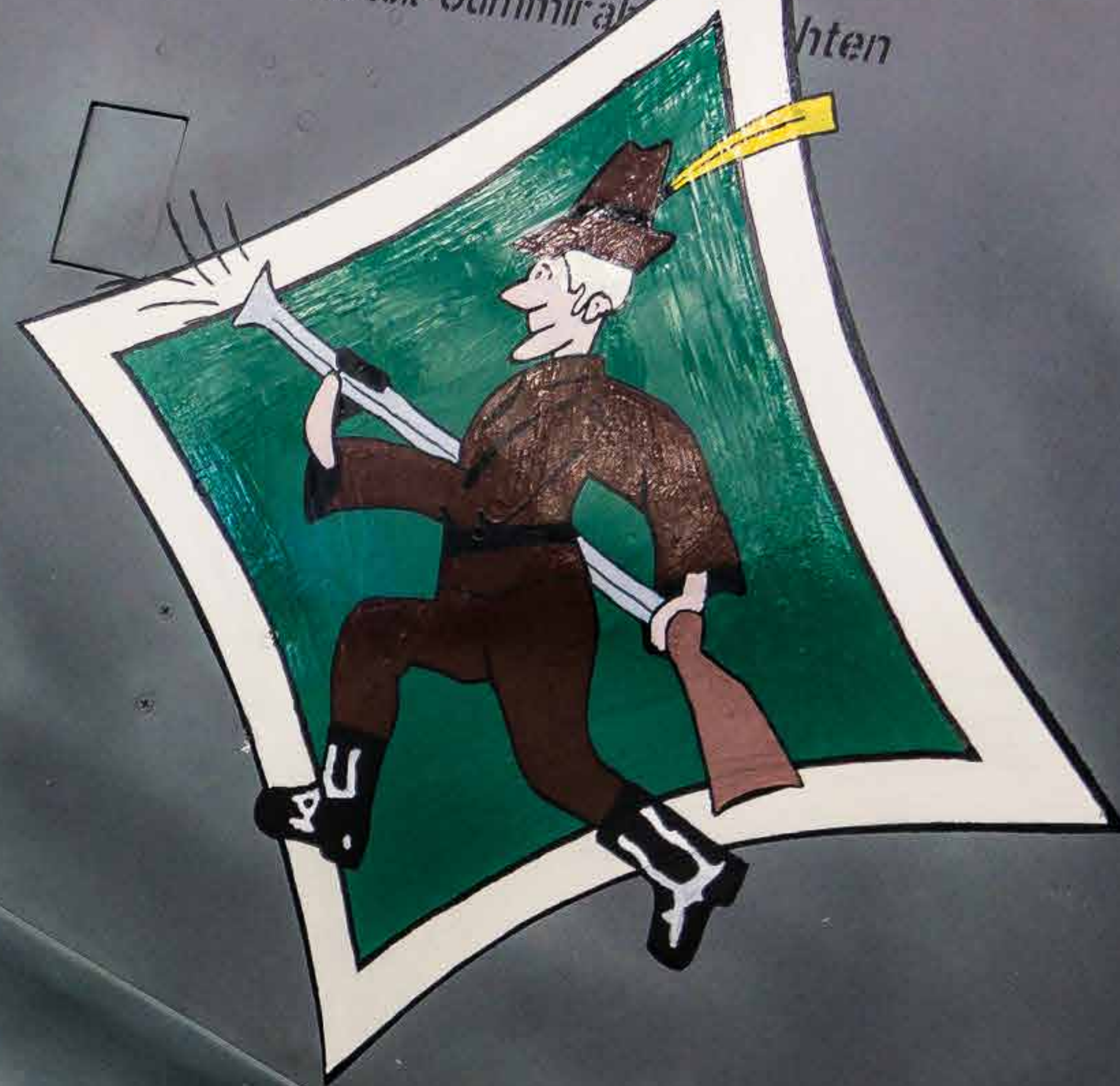




HEAVENLY
BODY

Of course, there were specified paint schemes to be adhered to - most of the time. The ground crews made some changes to the basic paint scheme. They named their machines and the ground crews added symbols chronicling the exploits of their airplane.

Beim Schließen Kabine
auf Vorderteil-Gummiraum achten



Nur hier betreten

Nicht anfassen

Beim 7.4.44



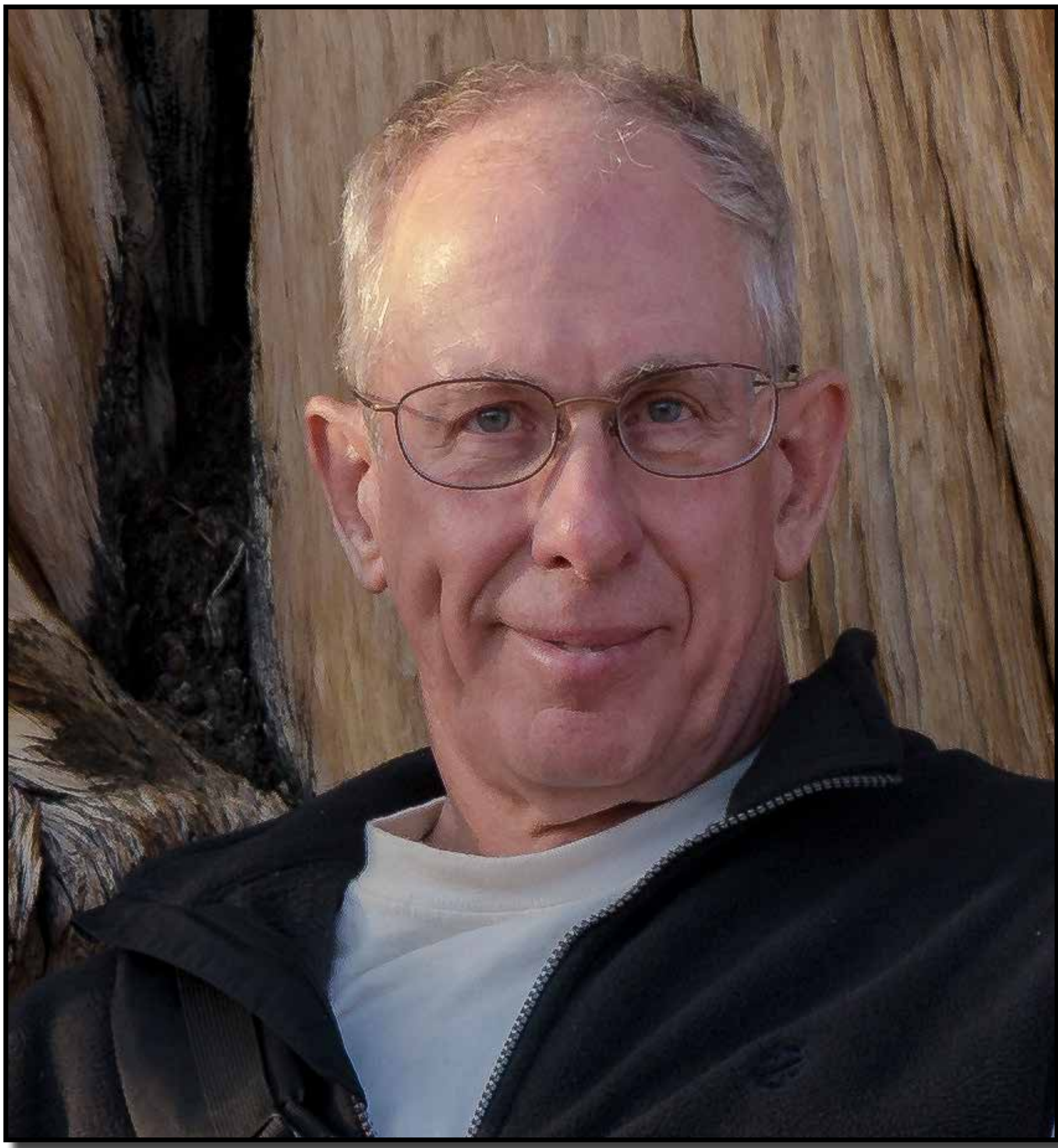
CO-PILOTS

TONY AST "QUIET MAN"
C. FINKEL "LEGAL EAGLE"
STEVE EISNER
HAL KNOWLES



As an engineer I understand gravity, lift,
thrust and drag yet I am convinced it is magic
that propels these machines through the air.

It is the same magic that brings back
the memories of young boy's dream.



Joe Lipka has shared his vision since he began photographing.

In the last thirty years, his photographs have appeared in over one hundred juried exhibitions, more than twenty solo exhibitions and have been printed in both *LensWork* and *Black & White Photography* (UK) Magazines.

His website www.joelipkaphoto.com has continuously evolved since it was launched in 2004. His blog *Postcards from the Creative Journey*, published weekly since 2010, is a collection of his photographs and thoughts on the creative process.

COLOPHON

A Boy's Dream

Joe Lipka

*The images in this portfolio
were made in October, 2018
at the Erickson Airplane Collection
in Madras, Oregon.*

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Blog: <http://blog.joelipkaphoto.com/>

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