
FALL UPDATE

Working Through The Pandemic Edition...



To say that 2020 has been challenging would be an understatement...but you know that already. With all the uncertainty in the world, I tend to look at it with a bit of a historical perspective. My parents lived through the Great Depression, several wars, and yet, they emerged on the other side having raised a family, a bit older, and certainly wiser. I'm sure your parents did the same, in some form or fashion. So I tend to think of all this as a "temporary" condition...this too shall pass. I have food on the table, a roof over my head, and I'm still able to pay my bills...for that I'm very Thankful. As one of my friends used to say..."These are the good old days...".

**1963 Porsche 356B,
set up as a "rally car."
Created at a golf
course near
Hiawassee, Georgia.**

Of course, most of you know my aviation work, and for the second time in a little over a decade, aviation as an industry has been devastated, this time by a virus. This has led me to adjust my offerings, and diversify my business. I still continue to shoot still photographs for my aviation clients, and have begun to dabble in video too.

Those who know a bit of my background also know that I used to own a Porsche...actually two. It began in 1979, with a purchase of a brand-new wine red colored 924. I could barely afford it...but boy was it a great car...and looked great too. A few years later, the US Army sent me to Germany, where I purchased a '78 911SC Targa. I drove it like a wild man all over Germany's excellent autobahn's, and eventually sold it back to a German for almost as much as I'd paid for it. They are worth a fortune now...



One of the things that is firmly planted in my mind is the yearly Porsche calendar, and the images therein. It was truly "drool worthy," and I'm sure did a lot for their sales, and the brand...it still does today. Who knows...perhaps one day my images will grace the calendar pages.



To that end, I've created an entirely new website, that showcases my burgeoning collection of automotive subjects, and portraits as well. Additionally, and perhaps more importantly, my new email address is john@johnslemp.com. Please use that in the future, although the old address will still reach me...for a time.

Speaking of Porsche, I'll be shooting at least once a quarter for the local Peachstate Porsche Club, and will write an article about the car and the owner. Might even be able to do some video too... stay tuned!

Speaking of writing, my first printed article is due to come out any day in Warbird Digest. It's a continuation of a book project I've been working on for the last six years, about WWII "bomber jackets"...and the men who wore them. This summer I traveled to Indiana and Missouri to add to the collection, which is now up to 135 jackets. The Indiana Military Museum yielded *two* jackets owned by men who were both directly involved in the Hiroshima bombing mission.



A-2 jacket of SSGT. George R. Caron, the tail gunner on the B-29 "Enola Gay," that dropped the atomic bomb on Hiroshima, Japan.

Speaking of jackets, join us this Friday evening, 13 November, for a very informal discussion about the jacket project, and how the images were created and processed. It'll involve a bit of Photoshop "geekery", but I promise not to dwell on that too long. Hosted by Dave Gallagher of Atlanta's Capture Integration, registration is required.

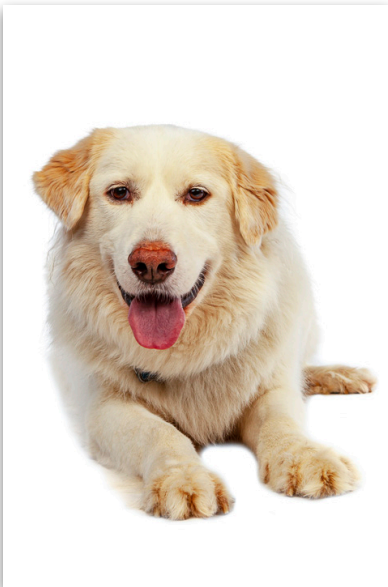
If you'd like to hear a much more in-depth program about the project, head over to the Military Aviation Museum's YouTube page to listen to a presentation given this summer. It's 75 minutes long, followed by 30 minutes of questions.



This summer I placed a notice on Facebook here in Atlanta, seeking Porsche automobiles to photograph for my portfolio. This fellow texted several images on a Sunday morning, and 90 minutes later I was standing in front of his two-story garage. To say that the collection contained therein was "mind-blowing" is a bit of an understatement. The ground floor is mostly Porsche racing cars, including a 930, and a 962, but there is also a racing Jaguar, once owned by Nicolas Cage. The upper floor is all Lola's...



A World War One era aircraft engine, shot recently for an upcoming article about a Fokker Dreidecker. Built in 1916 in France, it will be refurbished to like-new condition, and re-installed into the aircraft, making it one of only a few in the country. Originally shot on black fabric, the blue background was added later...



Just for fun, early this fall I embarked on a *very* short-term photo project in my neighborhood. I walk my dog Winston every day though the neighborhood, and everyone always waves at us, and says “Hello” to Winston the Dog...but not so much to me. I realized that my neighbors were wondering, “Who’s that guy with Winston?”

To remedy that, I decided to offer (for free) “Mailbox Portraits,” and of the 40 or so notes dropped in mailboxes, 8 of my neighbors responded, including this family. Shot with one light, while observing social distancing, it proved very successful in that my neighbors and I are much more acquainted!

Look for more of my automotive and portrait work on my second Instagram feed at [johnslempphoto](https://www.instagram.com/johnslempphoto).

Veterans Last Patrol...

As many of you know, I'm a 11-year veteran of the US Army, having served both stateside and in West Germany. Fast forward about 35 years to Greenville, South Carolina, where I met up with a former colleague who recently retired as a full Colonel. Heavily involved in veterans affairs, he's created a foundation that endeavors to visit aging veterans who have no family, in nursing homes and hospice facilities. In late October, a fund-raiser motorcycle rally and car show was held in the Greenville/Spartanburg area, and I went up to create images for their website. Very successful, another event is planned for early December. Please consider donating time and/or money to this noteworthy cause. Learn more at their [website](#).







1936 Ford Coupe, created recently for the owner in Auburn, Alabama.



Making Lemonade Out Of Lemons...

Although Photoshop has been around for almost three decades now, I've never been a big fan of the program, mainly because it's very "practice intensive," in that, if not used regularly the techniques needed to use it well fade from memory. At least that was always the case for me. However, this unprecedented period of "quiet" has allowed me to learn, and practice, a great deal more about this electronic darkroom. I was a practitioner of all sorts of manipulation in the traditional darkroom, and so this newfound knowledge is showing up more often in my work.

Case in point, a G550 Gulfstream jet shot for a local client in September, at a nearby airfield. The ramp surface is in terrible shape, visually speaking, so I spent time to learn some new techniques on how to replace the surface with a much better visual alternative. The client and I were both pleased with the results. See for yourself...



The aircraft was positioned in such a way that I couldn't back up any further to prevent the slight distortion caused by the wide-angle lens required to get it all in the frame, so that too was adjusted. The sky looked great...the ramp surface...not so much. This is the "before" image.



The “after” image, cleaned up in Photoshop. The surface actually came from a different airport entirely, shot a couple of years apart. I’ve been amassing a collection of ramp surfaces for such use, and have been shooting skies too for several years. The recently announced update to Photoshop now allows for a “one-click” replacement of the sky, if necessary. Beware though of using the skies that come with the program, as repetitive use will undoubtedly mark the image as “photoshopped.” It is already happening on the internet, and immediately devalues whatever artistic, and commercial value, the image may have.



Lastly, I like to offer a shout out to all the veterans out there, especially on this Veterans Day. My dad was a 22-year veteran of the US Army, a Master Parachutist, and a Green Beret for most of his career. With two tours in Vietnam, he quietly served his country, raising four sons in the process. He passed away on February 17th, at the age of 90, and is sorely missed by his family.

My hat is off to all veterans who take the oath to defend this great country, and for what it stands for. While not perfect, we still strive to make it that way, within the boundaries of human nature. De Opresso Liber!