

asked. How do you feel about your AMA dues now? Tip for the day- (no pun intended) when you're looking at your prop, take a deep breath. What you have to do, and in what order, will come to you.

Dale Gunter

*Editor's note: Received an article from John Barnitz concerning the Super Constellation he crews and thought I would pass it along to you. But as I read it I realized most of you wouldn't understand what aircraft, situation, and/or why John was even involved with it. And as John was out of town (working), his dad, our club president, Bill Barnitz might be able to fill us in on some of the details. So first is the question/answer e-mail I received from Bill, then John's article. cb*

----- Original Message -----

From: [chuck brooks](#)

To: [BILL BARNITZ](#)

Subject: HELP!!!!

*Bill, need your help with the following article John sent. Need some background info such as:*

*Why Lufthansa got the Connie in the first place?*

Bill's answer/s. The Connie was the first commercial airliner that Lufthansa put in service when they started airliner service after WWII. They will use it to sell memory rides to people who want to travel on an older prop airplane.



*Where did it come from?*

Some company had 2 of them for sale and Lufthansa decided to buy them and start this venture.

*What do they plan on doing with it?*

Sell rides both in Europe and maybe to the US. They already have a refurbished 3 engine Junkers Ju-52 that they use to advertise with and sell rides in Germany and sometimes in other places in Europe.

*How did John become involved with it?*

John is a Flight Engineer and as an American he has access to all the data available in the US regarding the Connie and he likes to do new projects. He now has checked out in the Connie and will be its Flight Engineer

when it is put in service. He does this already on the Junkers.



He flies as a Pilot for Lufthansa Freight in an MD-11 and gets scheduled for these other duties as needed on a monthly basis. Bill

*And now to John's article.*

## **What Happened to Number Two?**

By John C. Barnitz

Super Connie Type Rating

October 2009

Epinal, France

After a lot of hard work and coordination between the Lufthansa Berlin Foundation and the German CAA, we had finally gotten special permission to do our training on the Swiss Breitling L-1049 Super Constellation.

And what a special permission it was!

An English-speaking Swiss instructor pilot/examiner, training and check-riding four German pilots, on a Swiss registered, ex-United States Air Force Super Constellation, with an American flight engineer instructor, training two German and one American flight engineers that would each receive their check rides from a German, JAR-FCL approved flight engineer examiner of the Deutsche Lufthansa Berlin Stiftung,

And all of this taking place at an airport in Epinal France! How is that for a European Union!

So just to get things started, the first day of flying unfortunately ended with total damage to the number one engine. It blew out about 40 gallons of aviation-grade oil in just a few seconds. It must have looked like an air show to those on the ground; "Smoke On!" Not to mention that the auto repair shop at the approach end of the runway got a free rust-inhibitor coating as the gentle crosswind drifted the warm blanket of highly refined crude oil in their direction.

Well, the crew feathered the engine and safely landed. And so began a live ground course training based upon a hands-on engine change, major crew coordination, and time management planning.

Two spare engines were trucked in from the Connie's winter home base which is located at the Lahr Black forest Airport in Germany. These engines were take-offs from some unknown donor bird at one of the bone yards located near Davis-Monthan Air Force Base in Tucson, Arizona. They had yellow tags (serviceable) on them dated 1976!