moment in his life to come up front and pay me a visit? And he said "Hey, I've been flying Connies for over thirty years and I have been with this bird since 1981.

You just know when something's not right. You sense it."

As he stepped down into the flight deck the first words out of his mouth as he gazed at my panel in disbelief was:

"Hey, what happened to number two?!"

My heart sank. I felt just like a kid who'd been caught with his hands in the cookie jar! I looked over at the oil pressure indications and couldn't believe my eyes either, despite the fact that I had just done a panel scan and set the MAP so nicely for the steep turns. The amber low oil pressure light was glowing like the sun setting on the beach in Tijuana Mexico. The number two oil pressure looked like my bank account after the last market crash, and the oil quantity needle was buried at the deep 6 o'clock position, as if it were an alarm clock getting ready to say; "Hey, wake up dumb-ass! Your oils gone!"

Jerry couldn't believe what he saw either and took a final look at the BMEP torque indicator. It was also reading zip and Jerry said; "Well, it's gone...." meaning the number two engine had finally quit working after 28 years of duty on the wing.

I told the pilots, with all of my 12 hours on-type experience "We've lost all the oil on number two, we need to feather it."

The engine shutdown procedure goes something like this: The captain says: "Engine Fire/Failure number 2". Then I announce: "Feather Button number 2..... PUSH".

But before I push the Feather Button the captain confirms that I am going to feather the **correct** engine!

Burkard, who by this time was getting the check ride of his life, looked over at my finger pointing out the number two feather button and said, "Number two confirmed!"

And just like we had rehearsed and trained and simulated, I pushed in the Feather Button in and it illuminated red which indicates that the feather circuit had energized. The ammeter jumped up about 300 amps which also meant that the feather pump was operating.

Even though the oil tank was, empty there should be enough oil left in the feathering reservoir, to drive the prop blades to the feather stops.

That is however as long as the prop governor hasn't clogged up and blocked the "increase pitch" passages with metal shavings similar to those that we found in the other engine which we had just changed a few days earlier.

To our joy it worked as advertised and the prop feathered. "Thank you Mr. Hamilton Standard."

In less than a few heartbeats the motor made its last revolution in this lifetime and the prop blades were standing tall and rigid like three guards at Buckingham Palace.

We completed the rest of the procedure according to the emergency checklist and set up for a 3-engine approach into Lahr.

After doing some sole-searching and crew resource management, I suggested that my mentor, Jerry, take over the flight engineer position for the 3-engine approach and landing.

Then he says, "Oh no boy.....! You wrecked the motor, you take the son-of-a-bitch on in!"

And the look on his face was dead serious!..... for about two seconds, and then he said, "Nah, I'm just kidding. Let me in" and I gladly relinquished my seat.

Not that I was lacking in flight engineer experience with over 17,000 hours sitting side-saddle, but the last thing we needed at this point were two *"rookies"* at the controls of this marvel of ancient technology. Especially in case another engine decided to give up the ghost.

Jerry took over the FE panel and Burkhard made a textbook 3-engine approach and landing into Lahr.

After we were parked, Jerry let me pull the remaining three mixture levers to cutoff, closing the pages of this chapter of Super Connie Adventures.

It definitely was an adventure of a lifetime and it will be hard to top. I am looking forward to my membership in the Connie Club.

Look here for more about the

Lufthansa L-1649A Starliner Restoration Project

http://www.lufthansa-technik.com/applications/portal/lhtportal/lhtportal.portal?_nfpb=true&_pageLabel=Template19&requestednode=600&node=600&action=initial

All about generator seals

L-1049, Epinal France

After changing the No 1 engine we performed an engine run and an oil leak showed up.

When I crawled up into the "hell-hole" (as Instructor FE Jerry Steele calls it) which gives you access to the accessory section, I found oil leaking from the front of the generator. So I pulled the 25 kg boat anchor that