



The Marlboro Antiquer

Meeting dates:

Mar. 8, 2011

*Program: Mike Walling,
"In the Event of a Water
Landing"*

Apr. 12, 2011

*Program: DVD clips,
"Marlborough This Week"*

**Please respond to
Young Eagles poll,
page 2**

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The Cloud

by Linda D. Pendleton

It was a glorious July day in Northwest Indiana. I woke with the sun, eager to be on my mission — actually a dual mission that day. I was to complete my first solo cross-country flight AND take my private pilot written test at the South Bend GADO. They were written tests in those days and the FAA gave them for free. At a place called the GADO — General Aviation District Office. There were no FSDOs then. They put you in a little room with a paper test book and answer sheet to fill in the little blobs for your hopeful answer selections. No nobler purpose hath e'er filled the soul of an intrepid aviator than my purpose that day.

I needed only get a final weather briefing and update my flight planning. I felt I was fairly well prepared.

Homework

I had spent hours the night before plotting out my course and selecting appropriate and frequent checkpoints. (Check a chart someday when you've a mind to — it's all of 44 NM between the Hobart Sky ranch, 3HO, and the South Bend airport — and an expressway goes directly past one to the other.)

I had calculated airspeed, ground speed, wind drift and wind correction angle. I knew fuel burn, fuel consumption and reserves — down to the teacup.

I had checked out the airport of departure, the destination, all alternates and emergency landing sites. I knew runway numbers and lengths. I knew the grade and brand of fuel, oil and soft drinks available.

I had charts and airport guides and an Amoco road map.

My flight bag contained an E6B circular slide rule and an as yet unwarped plotter. (Electronic calculators hadn't hit aviation yet. In fact, I had just gotten my first "Bowmar Brain" for work use — a handheld electronic calculator that did basic math functions and cost almost \$200.)

I had noted the frequency and location and bearing from my course of everything transmitting a radio signal east of the Mississippi.

I was ready!

(Don't get me wrong. I'm not knocking good planning. I encourage it. It's pretty cheap insurance and you can never know too much. But, sheesh! The invasion plans for Normandy probably weren't as detailed as this plan for a flight between two airports separated by a distance more appropriate to travel by bicycle than airplane.)

I called Flight Service one last time and recalculated my time, speed and on

(continued on page 4)



March 2, 2011

From the President

Dear chapter members,

I have a couple of business items to bring up this month:

Young Eagles poll: EAA's Young Eagles program offers free airplane rides to children ages 8-17 in hopes of encouraging them to pursue flight training, or at least provide a good impression of general aviation (to kids and their parents).

Are you interested in participating in one or more Young Eagles rallies this year? YE Coordinator Bob Hanlon needs ground volunteers and especially pilots. To fly Young Eagles, you must be a Sport Pilot or higher, have a current BFR and be current to fly passengers, and have at least \$100,000 liability insurance per seat. Your response to this survey will help determine our rally schedule this year. **Please reply** to me (e-mail/phone) or Bob (phone), at the address/numbers shown below. Thank you.

Board meeting: Your officers and board of directors will be meeting soon to go over plans for the coming year. If you have any comments or suggestions regarding chapter activities, direction, etc., please share them with any one of us (see info below).

Sometimes it seems like the cold and wind won't end, but never fear. By the time the next issue is published, we'll be talking about cookouts again. And we'll keep scheduling chapter flyouts in hopes that the weather will eventually cooperate. Be sure we have a current e-mail on record so you can get notice of any last-minute flyouts that take advantage of a good weather forecast.

Christine

Treasurer's Report Dec. 2010 – Feb. 2011

Opening balance: \$3,840.71

Income:

membership dues:	170.00
donation:	100.00
50/50 raffle:	11.00
interest:	0.01

Total income: 1912.26

Expenses:

chapter dues/insurance:	227.00
party ticket refund:	60.00

Total expenses: 1366.83

Ending balance: \$3,840.71

Submitted by Diane Darling

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1-866-GA-SECURE
(1-866-427-3287)**

The Marlboro Antiquer

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March/April 2011

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EAA Chapter 673 – Marlboro Airport (9B1), Marlborough, MA 01752
www.eaa-673.com

Monthly meeting: Second Tuesday of the month, 7:00 p.m. at the airport

Dues: \$20.00 per year, payable November 1 to EAA Chapter 673

Officers – FY 2011/12

President: Christine Pulliam, (508) 481-1063, cpulliam10@hotmail.com

Vice President: Dudley Darling, (508) 612-4578, ddarling@juniperhillgc.com

Secretary: Greg Berghorn, (508) 361-7443, gregb10000@gmail.com

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Membership: Richard Dupée, rdupee@gmail.com

Young Eagles Coordinator: Bob Hanlon, (508) 509-2296

Webmaster: Ken Sherman, (508) 839-5277

Board of Directors: All elected officers, plus Bob Cooper, Bob Hanlon, Kevin Norby, and Ken Sherman

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Chapter 673 and 9B1 News



Speaker Info: Our March speaker is Mike Walling, an acclaimed author who writes about military history. The Naval Order of the United States honored him with its 2005 Samuel Eliot Morison Award for Naval Literature for his first book, *Bloodstained Sea: The U.S. Coast Guard in the Battle of the Atlantic, 1941-1944*. He will present his latest book, *In the Event of a Water Landing*, which describes two of the greatest, successful aircraft ditchings in aviation history (not including the Hudson River event). You can learn more about him at www.mikewalling.com.

New Members: A belated welcome to our newest members, **Dave Ludwig** and **Mike Walling**. As noted above, Mike is an author and historian. Dave flies a 1946 Piper Cub (purchased from Bryan Douros) and has been a certificated pilot since 1985.

On the Air: Local cable television is a sometimes-overlooked outlet for putting out a positive message on the benefits of general aviation and GA airports. Marlboro Airport has been featured several times, most recently on an episode of Marlborough This Week that aired on Friday, Feb. 18th. Did you know that our home field served as a shooting location for a music video? Learn more at our April meeting.

Flight Scholarships: Need money for flight training? The Aero Club of New England has sent out their 2011 scholarship application. The 11 offered scholarships range in size from \$500 to \$3,000. Some are for primary training, some instrument, and some advanced training. Applicants must show financial need (the first selection criterion) and must submit a personal letter, flight time record, and two letters of recommendation. **Application deadline: March 31.** Copies of the application form are available in the airport office or by contacting the editor.

Congratulations: Speaking of scholarships, president/newsletter editor **Christine Pulliam** was chosen by the Eastern New England Chapter of the Ninety-Nines as the recipient of the 2011 Karla Carroll Memorial Scholarship. I don't like to toot my own horn, but I figured it's newsworthy, and I wanted to publicly thank the ENE Ninety-Nines for their support. I plan to use the funds to gain flight experience in pursuit of a commercial rating.

Fitchburg Happenings: EAA Chapter 1454 is holding a fly-in pancake breakfast on Sunday, May 1 from 8:00 – 11:00 am. They also are planning a Learn to Fly Day Open House on Saturday, May 21st. Stay tuned for more information on the latter.

Student Retention: AOPA recently completed a survey of pilots, flight instructors and flight students looking at factors that influence student recruitment and retention. The goal, of course, is to increase the ranks of the pilot population. AOPA has just released the full report on this survey. Anyone interested in viewing it can download the 4 MB PDF from download.aopa.org/epilot/2011/AOPA_Research-The_Flight_Training_Experience.pdf

Oshkosh Info: EAA is already advertising the special events planned for this year's AirVenture, which is scheduled from July 25-31. Early confirmations include: Monday: Opening day concert featuring REO Speedwagon presented by Ford Motor Company; Tuesday: Tribute to Bob Hoover with special air show; Wednesday: Navy Day; Thursday: Tribute to Burt Rutan with special air show; Friday: Salute to veterans - Gary Sinise & the Lt. Dan Band; Saturday: Night air show; Sunday: Big Finale - Military Scramble, Family Day.

Air Race Classic: The 35th annual Women's Air Race Classic is coming up June 21-24, starting in Iowa City, IA and ending in Mobile, AL. For information or to order a race packet: www.airraceclassic.org.

Aircraft Re-registration: The FAA's program of aircraft re-registration begins this month. For more information, see www.faa.gov/licenses_certificates/aircraft_certification/aircraft_registry/

The Cloud

(continued from page 1)

course heading. Good thing I did, too! The winds aloft forecast had changed and my estimated ground speed was now a half-knot slower!

Preflight

I arrived at the airport shortly after 7 am. There she was — my wonderful magic carpet — N8236N. I owned her and a wonderful little Cherokee she was, with a loaded panel. Two Narco comm radios — a 90 channel and a new 360-channel beauty. Two VOR receivers (one was called a VOR-LOC for some mysterious reason unknown to me at the time), an ADF and one of those newfangled transponder thingies. I knew to put 1-2-0-0 in the box, turn it on and leave it alone.

'36N had been washed and polished and fueled. I was taking the full 50 gallons on this mission. The oil was up to 8 and the tires were plump and full.

I completed the preflight. I looked at so many things so thoroughly that an AI could have followed me and signed off an annual. My CFI taught me to do this incredibly detailed and complete preflight. Unfortunately, I was only taught the how — not the why — so one must wonder how valuable it was. I looked at it all. I hadn't a clue what I was seeing, but I looked at it all!

It was time to load the stuff up and go. The charts. The flight log, which in itself weighed several pounds. (I had developed a painfully detailed one. I tend to do this. When I decide to do something it has to be thorough!

This has not always been an asset.)

I ran through the before-start checklist. Master off. Mags off. All switches off. Radios off. Breakers in. Fuel on fullest tank. Mixture idle cutoff. Throttle closed. Carb heat off. Primer closed and locked.

Next, the engine start. Throttle open a half-inch. Master on. No prime needed. Mixture full rich. Mag switch to start. Oh, she starts sooo easily. That wonderful, powerful O-360 roars to life!

Oh, uh, throttle to idle. Oops, sorry!

Ready for Launch

I taxied to Runway 36 and did my runup. Everything was just perfect. Mag drop a piddly 50 RPM each. Carb heat checks. Vacuum fine.

Here we go! The announcement is made on 122.9 — "Hobart traffic, Cherokee 8-2-3-6-November departing runway 36, left turn out of traffic." Pretty good, you could hardly notice that slight tremor in my voice.

Final check of trim and DG and push the throttle in and watch the acceleration. 60 mph and raise the nose. Lift off. I'm off on my first solo cross-country!! Uhhmm...note the time. Yeah. Gotta do that in a minute.

Climbing straight ahead now to 500 feet. Just enough right rudder. Oh, this is going so well. I really love this!

Okay, 500 feet. Time to make the left turn out of traffic. Just a glance to the left to check for traffic, and there it was — THE CLOUD.



You could have called it a beautiful little puff ball. A summer fair weather cu. You could have noticed how peacefully it floated there, right where I had to turn. Omigosh! Why didn't I see it before I took off?

Crisis Mode

I was struck dumb, the mic in my hand ready to announce my left turn.

Everybody knows you gotta turn left out of traffic. It's an FAA rule. You just can't break it. It's a rule ... you gotta do it.

Everybody knows you can't fly into a cloud. It's another rule. Besides, you'll die and your airplane will come falling out of the bottom of the cloud in little bent pieces. You can't fly into a cloud.

You gotta turn left. You can't fly into a cloud. You gotta turn left. You can't fly into the cloud. You gotta ... you can't ... arrrgggghhhhh!

I found my voice. "36 November turning right." Terse and clipped. Now I'd not only violated the rule, but I'd announced it to the world.

Then it came to me that this could be my last flight. The FAA would surely tear up my student ticket. I'd be banned from the skies forever. The good ol' boys that sat on the porch at the airport and drank coffee would be proven right: "She'll never get her ticket."

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The Cloud

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I'd go home in ignominious defeat. My dream would die.

But...I hadn't died and the Cherokee was still running fine. So I'd just have to enjoy this one last flight.

Getting It Together

Oh, rats. What was my takeoff time? Now my calculations are going to be off by at least ... a minute! Okay, okay, get yourself together. Turn on course. Note the checkpoints. Ahhh ... the beauty of the day and the freedom of actually going someplace in my little airplane started to win out. Perhaps it would all turn out all right.

I called flight service and opened my flight plan. I checked the checkpoints and calculated and recalculated my groundspeed. I was on course. I was on time. This one last flight was going to be well executed.

Okay, SBN coming up. Wow, that was fast! Call the tower. Get directions. Enter the airport traffic area and a right downwind for 27.

Okay, before-landing checklist. Reduce power. 80 mph here on the airspeed. A notch of flaps. Check carb heat.

Okay, base. Now final. Adjust trim. Full flaps. Adjust trim. Okay. Take it easy. Don't blow this one. Okay. Slow a little bit. Okay.

Just hold it off. Easy now ... easy ... easy ...

THUMP!

Oh, well, they can't all be beautiful, but ... I'd completed the first leg of my first solo cross-

country! Yesss! Oh, wait. Call FSS and close the flight plan. Okay, that's done. Secure the airplane.

Facing the Music

Then it hit me. I was going to have to walk into that GADO. The home of the FAA. Surely it would all end there. Little 36N would be impounded and I would be a civilian again. Doomed to calling Delta if I ever wanted to be in an airplane again. Well, it couldn't be helped. I'd just walk in with confidence and take whatever came. Yup. I'd be adult about this.

I walked in and the lady behind the counter asked if she could help me. Privately, I doubted that anyone could really help now, but I asked to take the private pilot written. She checked my student pilot certificate (no picture IDs in those days) and handed me the paperwork.

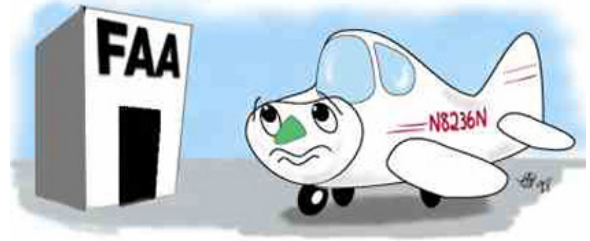
I finished the exam and felt pretty good about it. I took it back out to the counter and handed it in. Now it'll happen. Now they'll lower the boom.

The lady thanked me and wished me a pleasant flight home.

I walked out the door. They didn't know! They didn't know about the cloud. They didn't know about the turn. I was getting away Scot free! They didn't know!!

Wait a minute. Maybe the news will come in the mail with the results of the written. "Nice job. You passed the test, but you see, we know about the cloud and we know about the turn. Sorry. You're busted."

I flew home. I never told anybody



about the cloud. The results of the written came: I scored 96. They still didn't know!

Coming Clean at Last

That was almost 25 years ago. I've learned a lot and flown a lot of different airplanes on many different trips. I've crisscrossed this country from east to west and from north to south. I've flown freight and mail and people and pigs. I've landed at O'Hare and LAX and Fresno and Mogadishu. I've flown day and night, rain and snow, fog and fair, and I've enjoyed every minute of it, because, you see, I know how close it came to being over before it really started. I savor each minute and am addicted to the exhilaration of every takeoff and I know I am lucky because ... **THEY DIDN'T KNOW!**

Until now.

I hope they understand. ←

Meeting Minutes – Jan. 11, 2011

Meeting was called to order by VP Dudley Darling at 7:09 pm.

- November minutes accepted as printed in newsletter
- Treasurer's report accepted as printed in newsletter
- No Young Eagles this month
- Next speaker – No speaker in Feb; plan is for speakers in odd months. March speaker: Mike Walling on ditching.
- New members and guests – Russell Hayward (new 9B1 student pilot) and daughter Brenda

In the Mailbox

- Chapter Service Award certificates and pins
- EAA HQ annual report to the chapters was handed out
- Pete Burgher Chapter Challenge funding request: Matching contributions from chapters.

Christine suggested to give \$50 from our chapter.

- EAA Chapter renewal agreement – signed by Christine – outlined duties – copies emailed out.

Business

- Newsletter article – A nice piece by Jim Noone
- Upcoming events:
 - Sunday, Jan. 23 - Chapter flyout, Something Different Café, Beverly, MA (BVY)
 - Wednesday Jan. 26, 7:00-9:00 pm: safety seminar, Juniper Hill G.C., Northboro, MA – Bob Adelizzi, Boston Tracon. NOTE: Currently rescheduled to Tuesday, Feb. 22nd due to weather.
 - Saturday, Feb. 19 – Chapter flyout, Alton Bay, NH (B18)
 - Reminder: chapter membership dues of \$20 were due by Nov. 1. Rich

Olsen noted that 30 members have re-upped.

- It was noted that the annual report suggests an upcoming way to link our EAA 673 web presence into the national EAA website.
- A request for a new flag was made. Bob Hanlon indicated that he gave 3 flags to Bob. Motion to arrange a flag retirement ceremony was tabled for now. Dudley will discuss with Bob.
- 50/50 raffle won by Bill Purcell: \$11 to him and \$11 to chapter.

Meeting adjourned at 7:26 pm. Dudley introduced speaker Joe Poshefko, an original member of the Flying Tigers.

Meeting Minutes – Feb. 8, 2011

Meeting was called to order by Christine Pulliam at 7:06 pm with 5 members present.

- January minutes accepted as distributed via e-mail
- Treasurer's report presented and accepted. Treasury total as of month begin \$3840.71 and end \$3835.35.
- Membership report – 30 paid to date, 10 unpaid
- No Young Eagles this month
- Newsletter report – March issue deadline Thursday, Feb. 24th. Need contributions! Made several suggestions in January president's column.

- Next speaker – March, author Mike Walling, "In the Event of a Water Landing"

In the Mailbox

- Wed. Mar. 9, air safety presentation, Bedford, MA (ACONE)

I Learned about Flying from That

- Discussed potential close-call scenarios on crosswind and downwind in the pattern and how to avoid them

Business

- Saturday, Feb. 19 – Chapter flyout, Alton Bay, NH (B18) weather permitting.
- Wednesday Feb. 22, 7:00-9:00 pm, safety seminar, Juniper Hill G.C.,

Northboro, MA – Bob Adelizzi, Boston Tracon

- 50/50 raffle won by Doug Stone, who donated his \$5 winnings to the chapter.

Meeting adjourned at 7:27 pm.

As told by Joe Poshefko at our January meeting

The Palm Sunday Massacre



By January 1943, German General Erwin Rommel's Afrika Korps had been driven by British forces 1,500 miles east from El Alamein in Egypt to link up with German forces in Tunisia. Hemmed in by American and French forces to the west and British forces to the south and east, the Germans depended upon a massive aerial "bridge" of transport aircraft flying from Sicily and Italy to daily deliver the personnel, fuel, ammunition, and supplies necessary for survival.

The 57th Fighter Group had arrived in the Middle East in July 1942. April 1943 found them flying from a Tunisian landing strip at El Djem, south of Sousse. Day after day, the group searched for the German transports with little success.

A little before 5 p.m. on Palm Sunday, April 18th, the Group took off for the last sweep of the day. In P-40 Warhawks, they patrolled the sea from Tunis to Cape Bon and back, stacked in flights of four from 4,000 feet to 15,000 feet.

About 5:45 p.m., the sun was seen glinting off the wings of Junkers 52 transports flying in three distinct vee formations low over the water, on the opposite course toward Sicily. Ignoring the German escort of Messerschmitt 109s and 110s, the Warhawks split up into pairs and descended in a long, sweeping turn.

German records show that 65 Junkers 52s were in the air that day. The final count of destroyed transports was 24 down at sea and 34 crash-landed on shore, for a total of 59. Fourteen Me-109s and two Me-110s were also destroyed, while six P-40s failed to return. The records also state that Italian Macchi 202s were involved, so the 14 Me-109s claimed may include some of those.

In 10 minutes, the 57th had broken the arch of the German aerial bridge and the encircled army had lost its lifeline. The German Army surrendered less than 30 days later.



*Joe Poshefko
(Photo by Doug Stone)*



Calendar of Events: March/April 2011



March

- Tues 8 **Chapter 673 meeting**, 7:00 pm, Quonset hut, Marlboro Airport. Program: Author Mike Walling, "In the Event of a Water Landing"
- Wed 9 ***"Close Calls, Lessons Learned,"*** 6:00 p.m., Doubletree Hotel, 44 Middlesex Turnpike, Bedford, Mass. A new safety seminar from the Air Safety Institute featuring real pilots telling their real stories. Co-sponsored by the Aero Club of New England. Details: www.faasafety.gov/SPANS/event_details.aspx?eid=36803
- Sat 19 **Chapter 673 flyout**, Joe's Landing Cafe, Lawrence (LWM), Mass. So far this year our flyouts have been weathered out, so let's hope for more pleasant weather as winter transitions to spring. 9:00 am departure. Contact Christine for ride share info.

April

- Tues 12 **Chapter 673 meeting**, 7:00 pm, Quonset hut, Marlboro Airport. Program: DVD clips from "Marlborough This Week" featuring Marlboro Airport.
- Sat 16 **Chapter 673 flyout**, 11:00 am, The Runway Restaurant, Barnes Municipal Airport (BAF), Westfield, Mass. Lunch flight this month, and a chance to log some cross-country time. The restaurant was remodeled in 2008 and looks nice! Contact Christine for ride share info.
- Sat 30 ***Nantucket Daffodil Weekend***, Nantucket Airport (ACK), Nantucket, MA. EAA Chapter 1454 often does a flyout to attend this event. See www.nantucketchamber.org/visitor/daffodil.html

(Chapter 673 events in bold. All others in bold italic.)

