



# Experimental Aircraft Association Chapter 27 News



Next meeting Sunday, October 20, 2002, 10 a.m., Meriden-Markham Airport

## President

Fred Caputo  
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## Glacier Girl to Fly Again!

The P-38 known as "Glacier Girl" is scheduled to make its first flight in almost 60 years. On July 15, 1942, two B-17 bombers and six P-38 fighters on a ferry flight from the U.S. to England were forced to land on Greenland's glacial ice cap after they ran out of fuel. They had taken off from Greenland earlier that morning but ran into bad weather before reaching Iceland. Either a radio operator error or an enemy transmission made the situation worse by telling them that the weather at the airstrip in Greenland was below minimums forcing them to travel several hundred miles to another base further south. It was too far and they were forced to land on the ice cap. The first P-38 tried to land with its gear down and flipped on its back. The pilot escaped with minor injuries. The other seven planes landed gear up without incident or injury. The twenty-five men set up camp inside the two B-17s to await rescue.

Their rescuers turned out to be five men from a secret weather reporting station, located 100 miles away, known as Secret Task Force Blue East Two. Amazingly, despite the harrowing terrain, deep cold and unpredictable weather, the five rescuers and the twenty-five men of the "Lost Squadron" were back on duty by July 24.

Over the next 50 years layer on layer of snow covered the planes and the drifting glacier carried them closer to the sea. They were located in 1990, 1.5 miles south of where they landed, buried under 268 feet of ice. That expedition drilled a hole, using an ingenious hot-water drill, down to one of the B-17s. Unfortunately, the plane had been crushed by the weight of the ice above it and the company

didn't have sufficient resources to drill another hole. Two years later, led by wealthy industrialist Roy Shoffner, they went back, located and successfully extracted Glacier Girl at a cost of \$638,000.

The plane was extensively damaged and they've spent the past 10 years restoring it at the Middlesboro, Kentucky airport. Now, finally, the wait is over. Glacier Girl is

scheduled for her first test flight on October 26, 2002 at 2:00pm EST.

The pilot for Glacier Girl's maiden voyage is Reno racer Steve Hinton. He has logged over 250 hours flight time in a P-

38 and over 10,000 hours of total war-bird flight time. Once she's flight worthy, Glacier Girl will be registered as an experimental/exhibition aircraft and will alternate between flying to airshows around the country and being the centerpiece of the Lost Squadron Museum at Middlesboro. The History



Channel has been shooting a documentary about the rescue and the restoration which should air next Spring. There's an excellent web site about the project at <http://thelostsquadron.com/>

## September Meeting Minutes

Meeting opened at 10:00 a.m. by President Fred Caputo.

All Officers present: Fred, Steve, Fred D, Dave, Rick. Visitors called on and recognized... Jim Pepe, new member.

**Treasurers' Report:** Fred reports July balance of \$2795.63, and balance of \$2836.63 to date

**Christmas Party** sign ups are growing. Need at least 20, got that beat already. Will be at Yankee Silversmith Inn, like last year. \$25.00 each person.

**Tech Counselor:** Bob Burk gave the tech report and the seminar on the riveting showing the techniques that have served him and his students well.

**Young Eagles:** Status given by Fran Uliano... Fran reports 100 Kids this year and 880 overall to date. The next Young Eagles Rally Oct 12, with

raindate Sunday. The operative words here, get the word out, to ensure a good turnout.

Visit the Chapter Website: [www.EAA27.org](http://www.EAA27.org)

Mike Okrent suggests you bring print material for the chapter library

**Officers for 2003** voted on and accepted by the membership:

PRESIDENT: Jim Simmons (dejavu)  
VICE PRES: Steve Socolowski  
TREASURER: Barb Johnson  
SECRETARY: David Pepe  
NEWSLETTER: Rick Beebe  
BULLETIN BOARD: Mike Okrent  
LIBRARIAN: Mike Okrent

50/50 Raffle... \$12/\$12 won by Maury Libson, who donated his winnings to Chapter 27. Thanks Maury.

—Dave Pepe

October, 2002

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## Wanna Be A DAR?

Over the last several years, the demand for amateur-built aircraft certification has outgrown FAA inspector resources. A new program addresses the shortage of FAA inspectors by creating a new DAR designation for Amateur Built aircraft certification. The program also modifies geographical restrictions for DARs to increase their availability. They may work outside of their assigned geographic area after contacting their MIDO and receiving an endorsement.

EAA has been designated as a sponsoring organization eligible to recommend

qualified individuals for appointment as an amateur-built DAR.

Amateur-built DAR candidates must possess current knowledge relating to the fabrication, assembly and operating characteristics of amateur-built aircraft; speak and write English; have three technical and three character references. In addition, the DAR candidate must also hold a FAA A&P (airframe and powerplant) certificate; have built and received certification for an amateur-built airplane that has flown a minimum of 100 hours; and performed at least

three condition inspections on such aircraft. DAR candidates who do not possess an A&P certificate must have a minimum of five years experience as a field technical representative or as an FAA inspector.

Individuals who would like to obtain amateur-built DAR certification should contact their local FAA Manufacturing Inspection District Office (MIDO) or the MIDO satellite office (MISO).

*Miller's Law of Insurance: Insurance covers everything except what happens.*

*Kenny's Law of Aircraft Repair: The part requiring the most consistent repair or replacement will be housed in the most inaccessible location.*

*The deadline for submission of materials for the November newsletter is November 5, 2002.*

### 2003 EAA CHAPTER 27 MEMBERSHIP FORM

Please fill in the following information and mail with your dues to:

Fred Dube, 663N Elm St., Wallingford, CT 06492

(Dues are \$15.00 per year, make checks payable to: EAA Chapter 27)

Name: \_\_\_\_\_ Phone: \_\_\_\_\_

Street: \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Email address: \_\_\_\_\_

EAA Membership No: \_\_\_\_\_ Pilot rating held: \_\_\_\_\_

Do you own an aircraft?: \_\_\_\_\_ Make & Model: \_\_\_\_\_ Registration No: \_\_\_\_\_

Are you building an aircraft?: \_\_\_\_\_ Make & Model: \_\_\_\_\_ % completed? \_\_\_\_\_



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