



EAA Chapter 648

Longmont, Colorado 80503

Our next meeting is scheduled for March 14th, 2022

Bob and Carol's Office

at the Longmont Airport at 7PM.

Thanks to all of you for reading our newsletter and I will keep on working to increase our readership.

I just had a major overhaul on my right leg – a knee replacement. Still hurting a bit. I guess airplanes are not the only machines that need new parts every once in a while.



I've flown in both pilot seats. Can someone tell me why the other one is always occupied by an idiot?

President's message

I hope we can get a big turn-out for this presentation. A friend of Rick Halls, Bill McIntyre is going to give an insightful presentation about his days as an Alaskan Bush Pilot and Flight instructor. This will be a great presentation, as Bill has a lot of knowledge in the area.

SECRETARY'S REPORT FOR FEBRUARY 2022 MEETING EAA CHAPTER 648 LONGMONT, COLORADO

Our February 14th meeting was an informal gathering in Rick Hall's hangar to discuss future program options and general Chapter business relating to membership and Chapter activities. It was recognized that programs of interest to the membership at-large are important for maintaining member activity and attendance at meetings. The call is out for suggestions and references for future programs. A mix of informative, educational, and entertainment-based programs and activities is needed to maintain interest and participation levels.

Chapter Newsletter – It was pointed out that a number of members are not receiving the newsletter and that it's possible that some receiving the newsletter fail to actually open the newsletter and are limited to reading only the announcement page. Two suggestions were made to improve communications, however we need to come up with solutions that get around the problem of actually reaching those who are currently failing to read the newsletter.

1. It is possible that some members who claim they are not receiving the newsletter are actually having it go into their "Spam Folder."
2. Some members may be receiving the newsletter email but are failing to then click on the "Link" in the introduction page to actually access the main portion of the message, i.e. The actual newsletter.

A possible solution to this problem is to format an explanatory message describing both problem and solution for each of these points and then sending it out as a personal message rather than a message under the Chapter's banner to both bypass assignment to the Spam Folder and explain the "Click to Message" requirement.

Other Business – Bill Hug brought "small airplane parts and items" that he is no longer needing or using to the meeting

These items are located in Rick's hangar and Malcolm Dean can be contacted if anyone is interested in checking this out. If something is of interest to a member, it's there for the taking, although if it is an item of some value, it might be nice to give Bill something for it.



A picture of those attending the meeting.

Dick Socash
Chapter Secretary

The 'Candy Bomber' who dropped sweets during the Berlin airlift has died at age 101

February 17, 2022

Gail Halvorsen, also known as the "Candy Bomber", poses for a portrait at his son's home in Midway, Utah, in 2020. Halvorsen, who was known for his airdrops of sweets during the Berlin airlift after World War II ended, died Wednesday at the age of 101.



U.S. military pilot Gail S. Halvorsen — known as the "Candy Bomber" for his candy airdrops during the Berlin airlift after World War II ended — has died at age 101.



Halvorsen died Wednesday following a brief illness in his home state of Utah, surrounded by most of his children, James Stewart, the director of the Gail S. Halvorsen Aviation Education Foundation, said Thursday.

Halvorsen was beloved and venerated in Berlin, which he last visited in 2019 when the city celebrated the 70th anniversary of the day the Soviets lifted their post-War World II blockade cutting off supplies to West Berlin with a big party at the former Tempelhof airport in the German capital.

"Halvorsen's deeply human act has never been forgotten," Berlin Mayor Franziska Giffey said in a statement.

Utah Gov. Spencer Cox also praised Halvorsen, who was born in Salt Lake City but grew up on farms before getting his pilot's license.

"I know he's up there, handing out candy behind the pearly gates somewhere," he said.

After the United States entered World War II following the attack on Pearl Harbor, Halvorsen trained as a fighter pilot and served as a transport pilot in the south Atlantic during World War II before flying food and other supplies to West Berlin as part of the airlift.

Halvorsen had mixed feelings about the mission

According to his account on the foundation's website, Halvorsen had mixed feelings about the mission to help the United States' former enemy after losing friends during the war.

Then-Lt. Gail S. Halvorsen, who started the Berlin airlift's "Operation Little Vittles" for candy-starved Berlin children, demonstrates how handkerchief parachutes were used to drop sweets at an interview in New York in 1949.

But his attitude changed, and his new mission was launched, after meeting a group of children behind a fence at Templehof airport.

He offered them the two pieces of gum that he had, broken in half, and was touched to see those who got the gum sharing pieces of the wrapper with the other children, who smelled the paper. He promised to drop enough for all of them the following day as he flew, wiggling the wings of his plane as he flew over the airport, Halvorsen recalled.

He started doing so regularly, using his own candy ration, with handkerchiefs as parachutes to carry them to the ground. Soon other pilots and crews joined in what would be dubbed "Operation Little Vittles."

After an Associated Press story appeared under the headline "Lollipop Bomber Flies Over Berlin," a wave of candy and handkerchief donations, followed.

The airlift began on June 26, 1948, in an ambitious plan to feed and supply West Berlin after the Soviets — one of the four occupying powers of a divided Berlin after World War II — blockaded the city in an attempt to squeeze the U.S., Britain and France out of the enclave within Soviet-occupied eastern Germany.

Allied pilots flew 278,000 flights to Berlin, carrying about 2.3 million tons of food, coal, medicine and other supplies.

Finally, on May 12, 1949, the Soviets realized the blockade was futile and lifted their barricades. The airlift continued for several more months, however, as a precaution in case the Soviets changed their minds.

A simple act of kindness

Memories in Germany of American soldiers handing out candy, chewing gum or fresh oranges are still omnipresent — especially for the older generation born during or right after the war.

Many fondly remember eating their first candy and fresh fruit during an era when people in bombed-out cities were starving or selling their family heirlooms on the black market for small amounts of flour, butter or oil just so they could get by.

Halvorsen's efforts to reach out to the people of Berlin helped send a message that they were not forgotten and would not be abandoned, Stewart said.

Despite his initial ambivalence about the airlift, Halvorsen, who grew up poor during the Great Depression, recognized a bit of himself in the children behind the fence and made a connection with them, he said.

"A simple person to person act of kindness can really change the world," Stewart said.

For Sale



STOL CH 801 HD/SD Complete Advanced Airframe Kit (AAK)

My CH801 is fully assembled with a 6 Cyl., 230 HP Subaru engine and was flown for a few hours but sustained some damage in one of our violent spring storms, tearing loose from the tiedowns. There was some damage to the warp drive prop (three of the four blades need to be replaced), spinner, the leading wing STOL slats and the windshield.

I will sell the complete aircraft for **best offer**.

If interested call me (Haiko)

at 970-344-4599



EAA 648 Chapter Officers:

- **President:** Malcolm Dean, rmaldean12@yahoo.com
- **Vice President:** Alex Gustafson, alex.d.gustafson@gmail.com
- **Secretary:** Richard Socash, rege.so@gmail.com
- **Treasurer:** Dan Berry qtcdberry@comcast.net
- **Newsletter Editor:** Haiko Eichler 970-344-4599 heritmail@aol.com

Tech Counselors:

- **Dan Berry** qtcdberry@comcast.net
- **Doug Sykes** 720-684-8699 taildraggers4cd@hotmail.com
- **Brent Olsen** 303-241-7884 brent.olsen.co@gmail.com
- **Flight Advisor:** Bill Mitchell 303-427-4025 billyav8r@yahoo.com

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