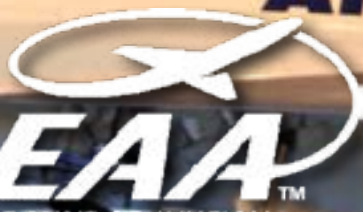
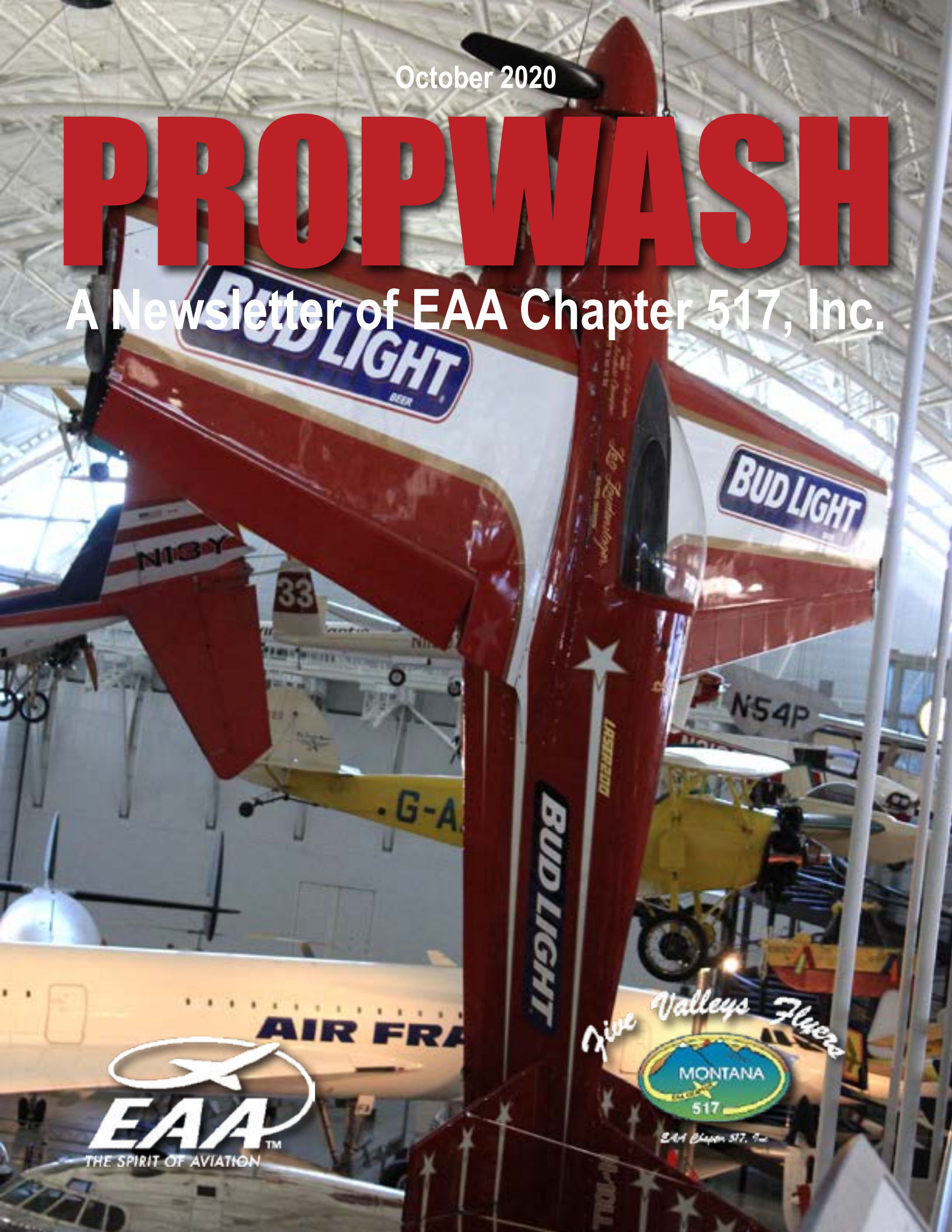


October 2020

PROPWASH

A Newsletter of EAA Chapter 517, Inc.



EAATM

THE SPIRIT OF AVIATION

Five Valleys Flyers



EAA Chapter 517, Inc.

From the Chapter President



JIM YOUNKIN

Greetings, All:

Our last Coffee & Donuts event for the season will be on Saturday, Nov. 7, from 8:30 to 11 a.m. at our EAA hangar. Hopefully, the weather will be a whole lot nicer than it was on October 23. Just hard to predict the weather this time of year, but the board thought we would try one last Saturday event.

On Oct. 19, we enjoyed a presentation by longtime Chapter member Sherry Rossiter. She provided us with a very interesting history of women in aviation starting with the female balloon passengers as far back as 1783. She also talked about The Whirly Girls, the Ninety-Nines and Women in Aviation International. All three organizations provide many thousands of dollars in scholarships for women every year. Thank you, Sherry, for a fun program.

We welcome two new chapter members this month. A hearty welcome to Don Hammersley, who has an interest in early ultralights, and to Denten Wulff, who is our 2020 Ray Aviation Foundation Scholar.



Mark your calendar for Nov. 16, which is our Annual Membership Meeting and Chapter Election of President and Vice-President. The business meeting and election of officers will take place between 6-7 p.m. During the meeting, members will be enjoying an assortment of pizza provided free of charge by the Chapter. At 7 p.m. This same evening, our guest speaker, Tom Culbert from Alexandria, Virginia,

will be talking about B-52 operations on the island of Guam from 1972-1974. Tom's presentations are always quite interesting so please plan to attend both events.

An email reminder of the Nov. 16 meeting and program will go out in early November.

Until next month, fly safely and stay healthy!

Jim

Ray Scholar completes first night and solo cross-country flights

By Ray Aten

Denten Wulff, EAA 517's 2020 Ray Foundation Scholar recently completed his first night flight and solo cross-country flight.

Denten is making excellent progress towards his private pilot certificate. The evening of August 22, he and his instructor, Sam Giese, flew round-trip to Glacier Park International, which included a full stop landing at Ronan and full stop landings in Missoula. Denten noted that it was especially instructive when they passed over Flathead Lake at night.

On September 12, Denten completed his first solo cross-country with stops at Helena regional (HLN) and Deer Lodge (38S) before returning to Missoula. His stop in Helena included a conversation with Executive Aviation staff and some bling as noted in the photo taken by his mom, Darci. The Deer Lodge stop included a picnic dinner provided by his road crew (mom, sister and grandma) who watched him land and then depart. The final leg, his return to Missoula, was capped by a twilight landing. All in all, an excellent cross-country.

Denten has been prepping for the written exam and will be celebrating passage shortly.



747 pilot comments about carrying the shuttle



By Captain Henri D

Originally Published in Flight Journal

A quick “trip report” from the pilot of the 747 that flew the shuttle back to Florida after the Hubble repair flight. A humorous and interesting inside look at what it’s like to fly two aircraft at once...

Well, it’s been 48 hours since I landed the 747 with the shuttle Atlantis on top and I am still buzzing from the experience. I have to say that my whole mind, body and soul went into the professional mode just before engine start in Mississippi, and stayed there, where it all needed to be, until well after the flight... In fact, I am not sure if it is all back to normal as I type this. The experience was surreal. Seeing that “thing” on top of an already overly huge aircraft boggles my mind. The whole mission from takeoff to engine

shutdown was unlike anything I had ever done. It was like a dream... someone else’s dream.

We took off from Columbus AFB on their 12,000 foot runway, of which I used 11,999 1/2 feet to get the wheels off the ground. We were at 3,500 feet left to go of the runway, throttles full power, nose wheels still hugging the ground, copilot calling out decision speeds, the weight of Atlantis now screaming through my fingers clinched tightly on the controls, tires heating up to their near maximum temperature from the speed and the weight, and not yet at rotation speed, the speed at which I would be pulling on the controls to get the nose to rise. I just could not wait, and I mean I **COULD NOT WAIT**, and started pulling early. If I had waited until rotation speed, we would not have rotated enough to get airborne by the end of the runway.

So I pulled on the controls early and started our rotation to the takeoff attitude. The wheels finally lifted off as we passed over the stripe marking the end of the runway and my next hurdle (physically) was a line of trees 1,000 feet off the departure end of Runway 16. All I knew was we were flying and so I directed the gear to be retracted and the flaps to be moved from Flaps 20 to Flaps 10 as I pulled even harder on the controls. I must say, those trees were beginning to look a lot like those brushes in the drive through car washes so I pulled even harder yet! I think I saw a bird just fold its wings and fall out of a tree as if to say “Oh just take me.” Okay, we cleared the trees, duh, but it was way too close for my laundry. As we started to actually climb, at only 100 feet per minute, I smelled something that reminded me of touring the Heineken Brewery

in Europe. I said “is that a skunk I smell?” and the veterans of shuttle carrying looked at me and smiled and said “Tires”! I said “TIRES??? OURS???” They smiled and shook their heads as if to call their Captain an amateur... Okay, at that point I was. The tires were so hot you could smell them in the cockpit. My mind could not get over, from this point on, that this was something I had never experienced. Where’s your mom when you REALLY need her?

The flight down to Florida was an eternity. We cruised at 250 knots indicated, giving us about 315 knots of ground speed at 15,000’. The miles didn’t click by like I am used to them clicking by in a fighter jet at MACH .94. We were burning fuel at a rate of 40,000 pounds per hour or 130 pounds per mile, or one gallon every length of the fuselage. The vibration in the cockpit was mild, compared to down below and to the rear of the fuselage where it reminded me of that football game I had as a child where you turned it on and the players vibrated around the board. I felt like if I had plastic clips on my boots I could have vibrated to any spot in the fuselage I wanted to go without moving my legs... and the noise was deafening. The 747 flies with its nose 5 degrees up in the air to stay level, and when you bank, it feels like the shuttle is trying to say “hey, let’s roll completely over on our back” ..not a good thing I kept telling myself. SO I limited my bank angle to 15 degrees and even though a 180 degree course change took a full zip code to complete, it was the safe way to turn this monster.

Airliners and even a flight of two F-16s deviated from their flight plans to catch a glimpse of us along the way. We dodged what was in reality very few clouds and storms, despite what everyone thought, and arrived in Florida with 51,000



pounds of fuel too much to land with. We can’t land heavier than 600,000 pounds total weight and so we had to do something with that fuel. I had an idea... Let’s fly low and slow and show this beast off to all the taxpayers in Florida lucky enough to be outside on that Tuesday afternoon. So at Ormond Beach we let down to 1,000 feet above the ground/water and flew just east of the beach out over the water Then, once we reached the NASA airspace of the Kennedy Space Center, we cut over to the Banana/Indian Rivers and flew down the middle of them to show the people of Titusville, Port St. Johns and Melbourne just what a 747 with a shuttle on it looked like. We stayed at 1,000 feet and since we were dragging our flaps at “Flaps 5”, our speed was down to around 190 to 210 knots. We could see traffic stopping in the middle of roads to take a look. We heard later that a Little League Baseball game stopped to look and everyone cheered as we became their 7th inning stretch. Oh

say can you see...

After reaching Vero Beach , we turned north to follow the coast line back up to the Shuttle Landing Facility (SLF). There was not one person laying on the beach. They were all standing and waving! “What a sight” I thought... and figured they were thinking the same thing. All this time I was bugging the engineers, all three of them, to re-compute our fuel and tell me when it was time to land. They kept saying “Not yet Triple, keep showing this thing off” which was not a bad thing to be doing. However, all this time the thought that the landing, the muscling of this 600,000 pound beast, was getting closer and closer to my reality. I was pumped up! We got back to the SLF and were still 10,000 pounds too heavy to land so I said I was going to do a low approach over the SLF going the opposite direction of landing traffic that day. So at 300 feet, we flew down the runway, rocking our wings like a whale rolling on its side

to say “hello” to the people looking on! One turn out of traffic and back to the runway to land... Still 3,000 pounds over gross weight limit. But the engineers agreed that if the landing were smooth, there would be no problem. “Oh thanks guys, a little extra pressure is just what I needed!” So we landed at 603,000 pounds and very smoothly if I have to say so myself. The landing was so totally controlled and on speed, that it was fun. There were a few surprises that I dealt with, like the 747 falls like a rock with the orbiter on it if you pull the throttles off at the “normal” point in a landing and secondly, if you thought you could hold the nose off the ground after the mains touch down, think again...IT IS COMING DOWN!!! So I “flew it down” to the ground and saved what I have seen in videos of a nose slap after landing. Bob’s video supports this!

Then I turned on my phone after coming to a full stop only to find 50 bazillion emails and phone messages from all of you who were so super to be watching and cheering us on! What a treat, I can’t thank y’all enough. For those who watched, you wondered why we sat there so long.



Click image to watch video

Well, the shuttle had very hazardous chemicals on board and we had to be “sniffed” to determine if any had leaked or were leaking. They checked for Monomethylhydrazine (N2H4 for Charlie Hudson) and nitrogen tetroxide (N2O4). Even though we were “clean,” it took way too long for them to tow us in to the mate-demate area. Sorry for those who stuck it out and even waited until we exited the jet.

I am sure I will wake up in the

middle of the night here soon, screaming and standing straight up dripping wet with sweat from the realization of what had happened. It was a thrill of a lifetime. Again I want to thank everyone for your interest and support. It felt good to bring Atlantis home in one piece after she had worked so hard getting to the Hubble Space Telescope and back.

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Aluminum Overcast back in action



By EAA

EAA's B-17 Aluminum Overcast is officially back in action after a successful stop in Cedar Rapids, Iowa, last weekend that saw 109 prospective riders pre-book and 14 total flights, despite tricky weather on Friday in partnership with EAA Chapter 33.

"I can tell you that the unseasonably cold temperatures, in the 30s each day, did not deter our visitors from coming off of the airplane smiling ear to ear from their recent experience," EAA Manager of Air Tours Kristy Busse said. "Many of our visitors brought family stories and memories showcasing their direct connection to World War II, the B-17, and the Greatest Generation. It was an honor to spend time with each of them and feel the importance of their connection to this aircraft and flight experience."

The Air Tours team at EAA had spent seven months communicating with chapters, prospective airport

hosts, and other operators, and during that time developed the new out and back tour stop model to ensure Aluminum Overcast could continue operating in a safe manner. An ionizing fogger used between flights sanitizes the B-17, and volunteers, crewmembers, and riders wear masks.

"COVID-19 was a non-issue in Cedar Rapids because our volunteers and guests treated each other with respect," Kristy said. "The entire public from small children up to our oldest visitor self-regulated within CDC guidance. We had no issues with riders as a result of COVID-19 related changes and in fact the weather was a bigger factor on the weekend than anything pandemic related. We have to continue to learn because every location, airport, and host has its own unique differences and challenges, but I am confident in saying this past weekend was a safe, successful, and excellent event taking a big step in the right direction towards getting the touring aircraft

back on the road. We will continue to work with other operators and subject matter experts to evolve our procedures to best protect our visitors, local hosts, and crew!"

Aluminum Overcast will be in Champaign, Illinois, this weekend from October 30 through November 1, working with EAA Chapter 29 at the University of Illinois-Willard airport. Kristy said the support of local chapters is appreciated and necessary now more than ever.

"Hats off to both of our local chapters for their willingness to dive right into preparations and planning required to host Aluminum Overcast with such short notice," Kristy said. "Their efforts really show and both the staff here at Headquarters as well as our B-17 crew are incredibly grateful to have such amazing local chapters and volunteers supporting our touring efforts — we simply could not do it without them!"

For more information on the B-17 Aluminum Overcast tour and to book a flight, visit EAA.org/B17.



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BUILDER'S REPORT

Bearhawk
Dick Tardiff
Bearhawk Patrol

Rutan
Ed Lovrien
Limo EZ – 50%

Van's RV
John Barba
RV-6

James "Cal" Geyman
RV-9A – 15%

Zenith
Duane Felstet
CH-750 – 75%

Builders, please send updates to the newsletter editor at cburson@gmail.com so this list can be kept current.

UW Oshkosh opens reservations for AirVenture 2021

By EAA

UW Oshkosh opened reservations for Gruenhagen Conference Center rooms for rent during EAA AirVenture Oshkosh 2021 on Monday, although all A/C rooms and suites are already fully booked for 2021.

Non A/C rooms remain available, and AirVenture visitors can still select A/C rooms and suites in the booking process to be added to a waitlist. UW Oshkosh’s cancellation policy meant many 2020 reservations were moved to 2021, resulting in so many rooms already being reserved.

To make a reservation in advance of the return of AirVenture, visit UW Oshkosh’s website or email the University.



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