



EAA 461

Newsletter

Volume 3 | Issue 3 | November 2020

Chapter Leadership

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The inaugural Halloween haunted hangar was a huge hit with the community! Check out photos on page 2 and 3.

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What's it like to disassemble and move a Boeing B-29? Read Dean Karafa's story to find out!

PG. 8

Part 2 of Chad's adventure flying across America with a dog and two teenagers.



Note from the outgoing President:

Hi folks, I hope this note finds you well. As many of you know I am handing over the reins of the Chapter to the very capable hands of Chad Carlson, our New President, and Robbie Culver, Vice President - pending our elections on the 5th of November.

The last six years have been an incredible ride and I cannot thank you all enough for the support you have shown the Chapter - we have come a long way and positively impacted the lives of many people.

The link below will take you to Naperville Magazine and a nice article that highlights what we have become - I'm tremendously proud of what we have accomplished as a team!

<https://napervillemagazine.com/sky-high/>

The online magazine (slightly different appearance) is: https://issuu.com/napervillemagazine/docs/nmag1120_de/18

Regards,
Wayne



Haunted Hangar 2020

The inaugural “Haunted Hangar” was held the weekend of October 24th and 25th with a fantastic turnout! A huge **THANK YOU** to the volunteers who worked hard to make this event a success. The community feedback was overwhelmingly positive! Look for this to become an annual event.



Chapter information

EAA Chapter 461 is a 501(c)(3) non-profit charitable organization based at Bolingbrook’s Clow International Airport (1C5) in Bolingbrook, Illinois.

Whether you fly, build, restore or simply enjoy airplanes and aviation, you are welcome to attend our events and join our chapter.

We are a group of aviation enthusiasts, aircraft builders, restorers, and pilots who get together with like-minded people to share ideas, exchange information, encourage safety, serve the local aviation community and have a lot of fun doing so.

Please come to our next meeting or event as our guest!

MONTHLY MEETINGS

The Chapter meets on the first Thursday of the month at Clow International Airport, typically at the Illinois Aviation Museum starting at 7:00 pm. Family members, extended family and guests are always welcome.

MEMBERSHIP INFORMATION

Membership dues for EAA Chapter 461 are \$25 per year and are due on the first of January each calendar year.

Chapter 461 members are to be current members of the EAA, Oshkosh, WI.

Individual membership to the EAA is \$40 per year. Family memberships are available for an additional \$10 per year. Both include a twelve-month subscription to Sport Aviation magazine





Disassembling and Moving a B-29

Dean "Rocket Man" Karafa

Photos courtesy New England Air Museum

In 1973 I was a member of the Connecticut Aeronautical Historical Association (CAHA). CAHA was the owner and operator of the Bradley Air Museum (since renamed the New England Air Museum). The museum is located at Bradley International Airport near Hartford CT.

In the early 70's, the Army sent out a notice to museums that there were 7 B-29's located at the Aberdeen Proving Grounds in Maryland that were slated for demolition. Any museum interested was offered one of the B-29's at no cost, but there was a deadline to move the plane off the Proving Grounds. After the deadline, the wrecking ball was coming to destroy all of the B-29's.

The Aberdeen Proving Grounds is operated by the US Army. Included in their mission is the technical development and implementation of all things associated with warfare. It is a secure site with any number of highly classified projects, small and large, ongoing.

After considerable debate, CAHA decided to put together a team to retrieve one of the B-29's and truck it up to the museum. The Proving Grounds are located about 300 miles from the Museum and, as an all-volunteer organization, it would be something of a monumental task to get the plane before the deadline. I was given the task as the team leader to coordinate the entire retrieval effort.

The hurdles were many and started with assembling a crew willing to spend an unknown number of weekends to take apart the B-29 and get it on the trucks. Fortunately, CAHA had members with a passion for aviation and its history, and a willingness to sacrifice the time to do the job.

With an initial team of 8 volunteers the next hurdle was to get security clearances on to the base. As it turned out, the B-29's were located in a field that had access requiring minimal security clearance.

Nevertheless, we had to go through the process of providing names, contact information, social security numbers, place of birth, employment history and all sorts of other personal information to allow the Army to issue a special clearance for each volunteer.

The next hurdle was budgetary. CAHA, as with many private museums, had limited financial resources. We knew the project would require rentals of heavy equipment, accommodations for the volunteers, travel allowances, special tools, and any number of cost items.





It was decided that before the museum would make a final commitment to the project, we needed to have the team go to Proving Grounds and access the full scope of the task with respect to budget and effort.

The first trip was set up with a caravan of 4 cars, a crew of 8 and whatever tools could fit into the cars (no mini-vans back then, we had three station wagons and a sedan in the caravan). We were lucky with respect to accommodations. The Proving Grounds had a section of military barracks that were recently vacated and were suitable for a weekend stay-no cost to the museum!

First day at the site was a real education with respect to a B-29, site security, and routine access to the area. The field where the planes were located was indeed nothing more than a field that could have been pastureland. It was not clear how the planes got there in the first place. Our base coordinator gave us the good news that we were the only museum that expressed interest in the planes and so we could have our pick of the planes.

What we did not take would be junked. The first priority was to make a condition inspection of each plane. Since we were the only museum to take one of the planes, we were able to mix and match parts from each of the planes as we wished. The planes in general were in a sorry state of condition. The plane we selected was moved into the field around 1956 and was slated for target practice which ultimately never occurred.

Corrosion was evident on each of the planes in various locations and degrees. Because of the condition we initially thought we could use, for example, the forward fuselage from one plane and the aft fuselage from another. The problem is we would have to disassemble two planes, not just one.

We did determine that some condition issues on one plane was significantly better than the same on another. We discovered however, that some of the planes were built in Seattle and some in Wichita. Because of factory capability and size, the structure of each were somewhat different.

The best example was the wings. One plant built the wings in 4 sections. The inboard section bolted directly to each side of the fuselage and included the engines. The other plant built the wing in 3 sections with a single structure spanning across the fuselage and included all 4 engines.

The best we could tell, the outboard wing sections (outboard of the engines) were common design for both versions.



There were other differences with the fuselage mating flanges. All that said, we were able to identify the items most impacted by exposure to the environment and those which were not. Ultimately, we decided the aft fuselage section of the plane we wanted was in very poor condition and so we selected an aft section from another aircraft.

We spent some effort removing the flaps from 3 or 4 planes to determine which was best for the one plane we would be taking. The rest of the time was spent prepping areas for disassembly. We used an awful lot of WD-40 to loosen up nuts and screws.

On return to Connecticut we gathered with the CAHA staff to discuss the budget and the means and methods necessary for the project. Part of the problem I was facing was gaining access to the site for lifting equipment which was to be locally rented. It became a real nightmare to get the needed cooperation from the Army for virtually anything we wanted to do beyond a small group showing up with hand tools!

Numerous phone calls from my office to the Army were getting me nowhere and we were still facing a countdown clock for the ultimate removal of the plane from Army grounds. We needed a savior and we needed him soon.

Eventually, that came in the form of the Commander of the Connecticut Air National Guard, who happened to be a member of CAHA. The Commander gave me the name of the Aberdeen Base Commander's adjutant.

I was told to tell him that the "Base Commander of Aberdeen has assured the Commander of the Connecticut Air National Guard complete cooperation" with respect to the project. That was all it took! Suddenly I was offered base lifting equipment, military personnel to assist with the disassembly, tools, continued accommodations in the base barracks, and virtually anything else needed for the project.

But, the Commander of the Connecticut Guard had another trick up his sleeve. The General told me that the air guard had a T-29 and the crew needed to take a "training flight" to Aberdeen. Other than the flight crew the plane would be empty and so we were offered slots on the plane, for our team, to and from Aberdeen for several weekends. Between the base cooperation and the flight to and from Aberdeen, the means, methods AND budget were now in alignment and we committed to move forward with the project.

On the first "official" weekend of the project we split into a couple of groups. One group was working on preparing the engines for removal. On a B-29, this is no small task. It didn't help that none of the crew had experience with the big engines and our documentation on the engine was sparse.

Another group started in on the smaller items requiring disassembly. This included the flaps (having selected the best of the bunch from the planes), ailerons, rudder, elevator, vertical and horizontal stabilizer. Because of the lack of documentation, we had difficulty estimating the weight of each item.

In the case of the flaps we convinced ourselves that with 6 people on the flap, once released, we could easily lower it to the ground. While 6 people were indeed enough the asymmetrical nature of the very long flap proved clumsy and the flap came to the ground pretty fast!!

We were lucky the trip from the wing to the ground was very short.



We did not want this to be repeated for the empennage surfaces which were much higher. Using the weight which we know knew from the flaps we did a much better job of estimating the weight of the various other components.

The first truck load of parts was packed and strapped down for the journey north to Connecticut. The next truck load would be the engines. The crew working on the engines made serious progress with the many connections and contraptions associated with the engine.

In a few cases they had no choice but to get out the saw and physically sever some items. It was time for the crane (generously provided by the Army, with operators). The 16' props came off first and thankfully fairly easily. With all the connections freed up it was time to get the engines shackled up for removal.

Each P&W R-3350 twin row engine weighed about 3,600 pounds. We did not have the lifting fixture designed for the engines and so we used high strength straps strategically positioned to lift the engine without spinning around to an undesirable position. The Army crew was very helpful with this part of the lift. The engines, props, and a few other items made a full load for the truck.

As the weeks moved along the team got into a groove and sections of disassembly went along well. Not so easy was the time each spent away from the family. This took a toll as several team members had to drop out of the effort. In addition, after several round trips the Connecticut Air Guard had to “discontinue” the training flights to Aberdeen and so we were back to driving back and forth. Nevertheless, with quality help from the Army progress continued at a good pace.

The outboard wings came off easily. Still, a few items became victims of the saw and several dents were left behind by an oversized hammer blow or two. The inboard wings were a challenge requiring shoring up and cutting into a wealth of wires, tubes, and fixtures.

The fuselage mating joints were something of a problem and required large quantities of WD-40, drilling out of numerous rivets, and judicious use of the big hammer. As each section was de-mated, we were able to lift it to the truck and secure the load for the long trip north.

As each truck load arrived at the museum restoration area the team would off-load and secure the sections in a dedicated outdoor space.

Shortly after the big move I relocated from Connecticut to the Chicago area, my original hometown. Through the years the plane was re-assembled in the museum display area. In 1979 the museum display area was struck by a tornado (very rare in Connecticut) and totally destroyed several aircraft including a C-133, B-17, and a C-124 Globemaster. The B-29 received damage to one wing and one engine.

In 1998 the 58th Bomb Wing Association undertook a project to completely restore the plane. In 2008 the restoration was complete enough to display the aircraft in a permanent display hangar at the museum.

If you are ever in the Hartford area, take a side trip to the New England Air Museum and check out the B-29 as well as a wide selection of other aircraft.

FAA Update - Emily Vineyard

The Future Aviators Club is doing very well. We are making big plans for next year; added on to what we were going to do this year. We had our first meeting since COVID, Saturday October 3rd, we had lots of zoom attendees and some in-person.

After the meeting we did Mini-golf right next to the airport following all the COVID protocols. We also talked about our pedal plane the P-40 and to begin it. If you would like to know more about our group feel free to reach out to us through the website on the “Contact Us” page. Thank you!

Pietenpol update

Brakes & wheels were donated by Keith Hollingshead & appear to be usable. THANKS KEITH!

Robbie has been talking to William Wynne about Weight & Balance

Engine mount plans are out for a welder to review Pietenpol has been moved to the back room

Flying across America with a dog and two teenagers, Part 2

Last month, I took you on the first day of a cross-country adventure from 1C5 to KAWO by detailing our journey from Bolingbrook, IL (1C5) to Brigham City, Utah (KBMC). Now, please strap in as I take you along from KBMC to KAWO!

Note: I apologize for previously advertising a picture of Mt. Baker in this month's article. I should have said Mt. Rainier.

After refueling and mooring the airplane at KBMC, the kids and I began to consider our lodging options. Now, I suspect a normal person would have included this sort of planning exercise in the scope of his or her pre-flight preparation.

Well, as you are probably beginning to realize, I am not entirely normal. After all, I willingly cause heavier-than-air machines to go blasting through the lower atmosphere (translation: I commit aviation). Of course, I take comfort from the knowledge that most of you reading these words also commit aviation and thus flirt with the perimeter of normalcy right along with me. Alas, I digress into the obvious.

It quickly became clear that snoozing at the KBMC FBO wasn't a viable option. The space was neat and clean, but it scored a zero on the 1-5 snoozability meter. I tasked the kids to use their portable electronic devices to find a hotel while I scoped local transportation options. They identified a pet-friendly hotel in less than a minute, and it was just two miles from the airport. That was the good news.

Unfortunately, a check of the usual rideshare apps resulted in decidedly less than good news. Quite simply, there were no rideshares to be had. And worse, there were no taxis in Brigham City, either. I called the hotel to see if they had a shuttle service: nope.

I was tempted to seize on a business consulting opportunity right then and there, but I had more pressing matters in the form of two hungry children and a prop on the field (okay, I am not Kenny Rogers, Lucille didn't leave me, and that was a patently awful pun).

As the kids and I stood on the ramp, and the sunlight began to fade, a vehicle approached us. The driver's window rolled down, and the smiling face of a fellow EAA member named Brian (whom I had never met before) offered us a ride to town.

Score! GA hospitality for the win!

We arrived at the hotel, thanked Brian for the ride (he refused to accept money for fuel), checked into our room, secured a meal at a nearby fast-food establishment, and settled in for the evening. I checked the weather for the next day, and everything looked excellent. At that point, my only remaining concern was how we would get back to the airport in the morning. You know, details. I wandered downstairs and talked to Cassie, the clerk at the hotel desk. A few minutes of conversation later, I had successfully evangelized the merits of a shuttle service between the hotel and the airport, and we had ourselves an 8am ride back to our airplane.

The next morning was logistically uneventful. Cassie and her 17-year old daughter gave us a lift to the airport (a trip wherein Cassie's daughter learned that Brigham City HAD an airport), we preflighted and we were on our way to Grant County, Oregon (KGCD).

We departed KBMC to the northwest and established cruise at 8,500 feet. There were clouds in front of us with bases at around 11,000 feet, and we were also facing some rain; however, we only had a mild headwind, visibility was excellent at greater than 10 miles, and the forecast showed things getting better from there.



Rain, ~30nm northwest of KBMC



More rain northwest of KBMC

About halfway to Grant County, we climbed up to 10,500 to put more distance between us and the ground since our planned course would take us over the Strawberry Mountain Wilderness Area, an area of considerably higher terrain just southeast of KGCD.

We crossed over the beautiful, lush Strawberry Mountain Wilderness Area and descended into a valley to find the Grant County Airport exactly where the chart and GPS navigator said it would be (although the fact that it is in a valley is not entirely obvious on the chart). This was important for obvious reasons, but it was also particularly notable because we had not passed near a public airport for more than 90 nautical miles.

We landed, fueled up, stretched, and were accelerating down the runway to launch on the final leg to Arlington (KAWO) in what seemed like an eternity wrapped inside of a moment (for me, time seems to behave somewhat strangely on these types of trips). The departure from KGCD was another interesting specimen due to a density altitude of about 5,000 feet and the fact that the departure direction took us into rising terrain. Fortunately, my venerable Cherokee 180 performed at or better than book numbers, and we easily motored right on out and up to 8,500 feet once again.

About an hour into our last leg, the true majestic beauty of the pacific northwest began to come into view as Mt. Hood appeared about 80 nautical miles west of us.

About fifteen minutes later, Mt. Adams appeared approximately 80 nautical miles in front of us.

As we passed east of Mt. Adams, I realized I had gotten caught up in the view and slacked on making some final course decisions concerning how we intended to cross the Cascades. Oops. But hey! At least my head was way outside of the cockpit!!

The options were:

- a.) remain east of the range until due east of Arlington, then cross to minimize our time over extremely rugged terrain.
- b.) improvise

In a moment of what might be characterized as “opportunistic” Aeronautical Decision Making, I opted to improvise, climb to 10,500, and cut a course directly between Mt. Adams and Mt. Rainier. This meant spending 20-30 more minutes above some extremely rugged terrain, but it would allow us to get a view of both Mt. St. Helens and Mt. Rainier.



Wing View of Mt. Adams

Here is Mt. St. Helens....



Wing View of Mt. St. Helens

The decision to split the mountains was a risk I felt I had to take because, despite how frequently I fly, I did not know if I would ever have the chance to dance with Mt. Rainier like this again. Every time I look at the picture, I know I made the right decision.



Wing View of Mt. Rainier

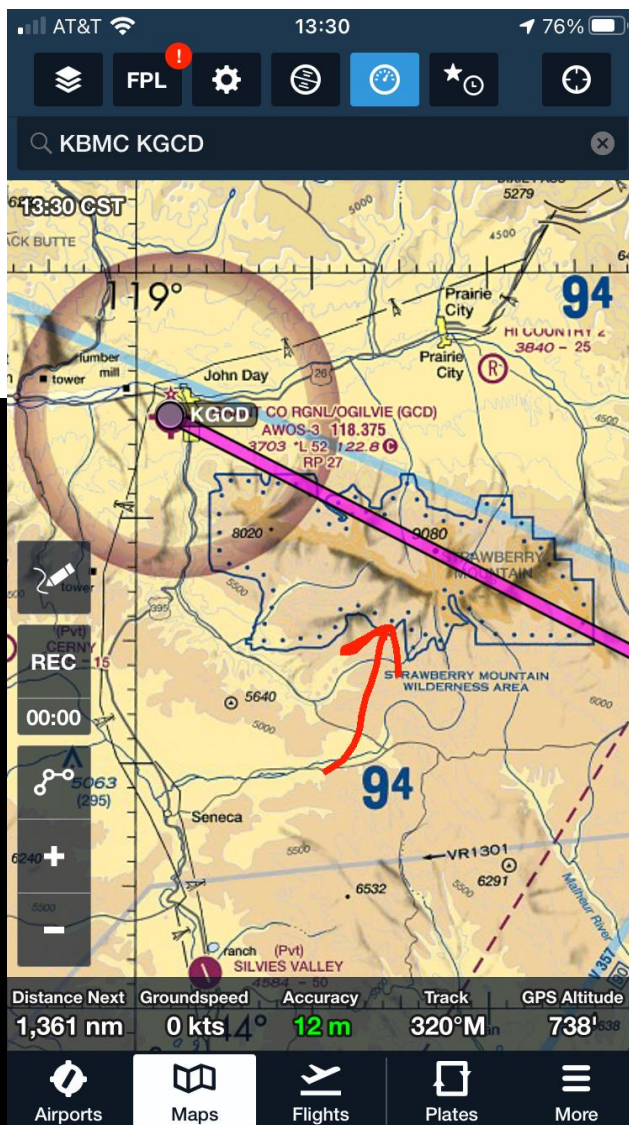
After passing Mt. Rainier, we floated northward above the Seattle Class Bravo in silent reverie for a little bit before descending into KAWO and bringing to a close our second day and 7.3 hours (20.4 X/C total) of misty-eyed mountain hopping.

I hope you will join me next month when I conclude the story of my family's cross-country adventure to Arlington, Washington with the brief overview of our return trip.

Until then, I would like to know how you might answer the following question: Why do you fly?

Please email me your answers at:

ccarlson@eaa461.org



Strawberry Mountain Wilderness Area