



1
00:00:01,210 --> 00:00:05,100
We had all, We had done tests on the
tolerance combined

2
00:00:05,100 --> 00:00:07,879
747 and Shuttle, previously but this

3
00:00:07,879 --> 00:00:10,640
was the first real Ferry operation.

4
00:00:10,640 --> 00:00:13,160
We arrived down there at the Cape and the wind was

5
00:00:13,160 --> 00:00:15,160
a very strong crosswind.

6
00:00:15,160 --> 00:00:19,820
Now, we had set our limit at 25 to 30 knots crosswind

7
00:00:19,820 --> 00:00:22,400
and the technique, and if you pilots know that

8
00:00:22,400 --> 00:00:24,920
blend with the crosswinds.

9
00:00:24,920 --> 00:00:27,680
You dip the wing into...into the wind

10
00:00:27,840 --> 00:00:29,260
and you put it opposite rudder and then you

11
00:00:29,260 --> 00:00:32,140
touch down on one...one set of wheels.

12
00:00:32,380 --> 00:00:36,040
and so, you actually make landing with what could

13

00:00:36,220 --> 00:00:38,620

be one set on the ground and the other one up...

14

00:00:38,620 --> 00:00:39,480

Then uh...

15

00:00:39,640 --> 00:00:42,180

Anyway, I decided to go ahead and land,

16

00:00:42,260 --> 00:00:43,100

even though it was a

17

00:00:43,200 --> 00:00:44,480

little above the limit and so,

18

00:00:44,488 --> 00:00:48,140

I landed and we got a really nice touchdown.

19

00:00:48,140 --> 00:00:50,680

i'm really proud of myself that I got this crosswind

20

00:00:50,920 --> 00:00:53,360

landing with one wheel way up.

21

00:00:53,360 --> 00:00:55,920

The next day, the picture with...down in Florida

22

00:00:56,320 --> 00:00:58,300

showed this picture of the 747

23

00:00:58,300 --> 00:01:00,180

with its one wheel on the ground and one wheel

24

00:01:00,180 --> 00:01:02,760

way up, and it says...