



# THE GRAPEVINE



*There is a very fine line between "hobby" and "mental illness."*

Vol. XXXI,



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## June Meeting And Program



**NOTICE:** Our June meeting will take place at 7:30 P.M. on the 7th of June. The meeting will be at the terminal - KLVK.

### Calendar:

| Month | Date            | Speaker         | Topic                                 |
|-------|-----------------|-----------------|---------------------------------------|
| Apr   | 5 <sup>th</sup> | Dave Dent       | Quiver number 226 — The flying cowboy |
| May   | 3 <sup>rd</sup> | Ed Daily        | Patriot Jets — Byron CA               |
| June  | 7th             | Einar Enevolson | 90,000 Feet in a sailplane            |

**Our June Program** will feature Einar Enevolson to come speak at the June general meeting. Einar is a test pilot (the only one to recover a F-14 from a spin) who is planning to set a new world record for altitude in a sailplane. The target is 90,000 feet in a wave from the Andes Mountains over southern Argentina. No space suites, the cockpit is pressurized, interesting. He is a retired NASA test pilot and world renowned aviation record holder. He has so many stories it could keep up all night listening to them.

## **Mailbag:**

### **Pets in the hanger:**

This month Dave Anderson found a new pet had taken up residence in their hanger at KTCY. Working in the hanger, Dave went over to grab a shirt in front of the TV that is parked along the front part of the T hanger. A very distinct sound startled Dave as he reached down and then propelled himself backwards hastily. The rattlesnake was nestled snugly in front of the TV. Maybe that HBO movie about Snakes on Airplanes was playing on their Dish Network. At any rate, Dave managed to remove the snake from the “living”. Trina is tanning the skin in the RV-9A stick. Dave in the meantime has been spending extra time under the dash, trying to electrically connect the Dynon EIS to the snakes rattle as the ultimate in “stall warning” devices.



### **First Flights:**

Lanceair ES N80VP born 5-20-2012 8:36 AM first flight by Jeff Pelletier, Owner and builder.  
Tim Huckabee made his first flight in his RV-10

### **Chapter Survey:**

I am preparing a couple of chapter surveys that hopefully will go out later this month. The first will be for ANY of you that have built an award winning airplane. Lindys which the chapter has several should be tallied and featured in the Newsletter and on our website. Any other awards, best of flyin etc will also be tallied. Look around at your shelf and make a visual count so you can respond quickly and accurately.

The second survey will revisit what you are currently flying and/or building. We have a very active chapter and these important details should earn us additional prestige with EAA and the flying community.

### **Speedi Wings & Wheels:**

I'm a former EAA Chapter President, homebuilder and world record pilot, and I've just published a free online aviation & motorsport magazine - [www.av8.in](http://www.av8.in) will take you to this magazine.

There's no registration needed, so please pass the word around if you like what you see.

The next issue, to be published at the end of June, will feature EAA's Ford Tri-Motor and will be a Ford related issue on the motorsport side too.

We would welcome submissions for publication in the magazine - in particular for our regular 'Adventure of Flight' and 'Noseart & Numbers' features. Please ask your members to submit photos of their aircraft for publication..

If you have any questions please contact me by email at [goav8in@gmail.com](mailto:goav8in@gmail.com)

Regards,

Steve Wood

North America Editor - Speedi Wings & Wheels

World Record Pilot - [www.worldrecordpilot.org](http://www.worldrecordpilot.org)

May 2011 Minutes

MINUTES: GENERAL MEETING, EAA CHAPTER 663, 5/3/2012, 7:30 PM TERMINAL BUILDING KLVK.

Chapter president Ralph Cloud called the meeting to order. There were no visitors present. The stranger, Brad Olsen, is actually a member and our web editor.

The minutes were approved as published in "The Grapevine". Thank you, Kirk Knight for doing the minutes of the general meeting.

Treasurer Mark Palajac reported \$5,190.22 funds after the purchase of a small trailer frame to support the new chapter grill. The chapter has 91 members.

Business: Barry Weber related the problems he is having coming up with the five aircraft for the Golden West Fly In Chapter Judging Competition. So far he has only confirmed John Youngblood and Jeremy Constant. Barry would like to have a couple none RV types.

Parts collection for the new chapter barbeque and detail design are continuing, but we'll be using smaller back yard barbeques for our first event on Saturday 5/12. The remaining events will be Sunday 6/3, Wednesday 7/4, Saturday 8/4, and Saturday 9/1.

Young Eagles: Four Young Eagles were flown on 4/28, all by Dave Anderson. Trina mentioned the next rally for 5/19 EAA Learn to Fly Day at Tracy. The 6/23 rally may take place at Byron from the new Patriots Jets Foundation facility.

Tools: There was a discussion about special tools that members have and are willing to loan to others. Send an e-mail to Bob Farnam if you have a tool that others may need.

Announcements: The next board meeting will be 5/17 at Ralph's. 5/31 is Tenant Appreciation Day; this lunch is "free" (included in your rent). 5/26-27 is the Memorial Day Fly In at Hollister.

Break and then Program: Dave Dent introduced Ed Daily from the Patriots Jets Team who gave us an excellent presentation on the work involved getting a Czech L-39 jet trainer "kit" airworthy. It is delivered in a shipping container and must be assembled.

Meeting adjourned for pie.

MINUTES: BOARD OF DIRECTORS MEETING, 5/17/2012, 7:47, HANGAR #62 KLVK.

Another pre-meeting: After weighing my airplane at our last board meeting, and consulting others flying this type of aircraft in this configuration, I decided the empty CG needed adjustment. After adding ballast to the tail and moving the battery back six feet, with the help of those present the airplane was again weighed. Good news is the empty CG was moved aft 7% of MAC, but the bad news is it now weighs 803#.

The meeting: Bob Cowan, Dave Dent, John Goldsmith, Bob Farnam, Dave Anderson, Chuck Ray, Ralph Cloud, and Bruce Cruikshank were present.

Business: Ralph reported that Barry Weber is still looking for the five airplanes that will represent the chapter in the Golden West Fly In chapter based airplane judging event to be held Sunday morning 6/10. So far John Youngblood and Jeremy Constant are the entrants. Three more are needed.

Dave Anderson noted that twenty kids were lined up for the 5/19 Young Eagles/ EAA Learn to Fly Day event being held at Tracy Airport. He made a request for pilots.

Details for the final design of the chapter barbeque were discussed.

The 5/12 barbeque had a good turn out and all enjoyed the event. We were lucky; it was a warm evening. The next event is Sunday 6/3.

Dave Dent confirmed that Einar Enevolson will be the speaker for the June meeting. Due to having to meet with sponsors for his high altitude sailplane flight, he had to postpone his presentation scheduled for the May meeting.

Announcements: The next general meeting will be 6/7. The 12 day closure of runway 25R/07L may start May 31<sup>st</sup>. Tim Huckabee made his first flight in his RV-10.

Meeting adjourned for pie.

Respectfully submitted, Bruce Cruikshank, Secretary.

### **Feedback/Questions/Suggestions**

**Any and all feedback is welcome. Please take a few minutes to send suggestions, tips, corrections or any other feedback to: [jeffrylite@comcast.net](mailto:jeffrylite@comcast.net).**

Aviation Story:

#### **Truculent Turtle**

Great story.

Hard to believe that they could squeeze 55 hours out of the beast.!!?

This is a rather long and interesting story about a Navy P-2 that flew non-stop from Perth Australia to Columbus, Ohio in 1946.

More than 11,000 miles with more than 55 hours in the air...

**The oxidized Lockheed ' Truculent Turtle ' had been squatting next to a Navy Air Station's main gate, completely exposed to the elements and getting ragged around the edges. Finally recognizing the Turtle's singular historic value to aviation, it was moved to Pensacola to receive a badly required and pristine restoration. It is now - gleamingly hanging - from the National Naval Aviation Museum's ceiling where it earned its distinction.**

**Taxiing tests demonstrated that its Lockheed P2V-1's landing gear might fold while bearing the Turtle's extreme weight before carrying it airborne. And during taxi turns its landing gear struts could fail carrying such a load. For that reason, the Turtle was only partially filled with fuel before it was positioned at the head of Australia's Pearce Aerodrome runway 27 at 7 A.M. on September 29th, 1946.**

**Lined up for take-off, all fueling was completed by 4:00 p.m. At the same time JATO packs were carefully attached to its fuselage for the jet-assistance required to shove the Truculent Turtle fast enough to take-off before going off the end of the runway**

**The Turtle would attempt its take-off with CDR Thomas D. Davies, as pilot in command, in the left seat and CDR Eugene P. (Gene) Rankin, the copilot, in the right seat.**

**In CDR Rankin's own words : " Late afternoon on the 29th, the weather in southwestern Australia was beautiful. And at 1800, the two 2,300 hp Wright R-3350 engines were warming up.**



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We were about to takeoff from 6,000 feet of runway with a gross weight of 85,561 pounds [ the standard P2V was gross weight limited at . . 65,000 pounds. ] “

Sitting in the copilot's seat, I remember thinking about my wife, Virginia, and my three daughters and asking myself, ' What am I doing here in this situation?' I took a deep breath and wished for the best.

At 6:11 p.m., CDR Tom Davies stood hard on the brakes as both throttles were pushed forward to max power. At the far end of the mile-long runway, he could make out the throng of news reporters and photographers.

Scattered across the air base were hundreds of picnickers who came to witness the spectacle of a JATO takeoff. They all stood up when they heard the sound of the engines being advanced to full military power. Davies and Rankin scanned the engine instruments. Normal. Davies raised his feet from the brakes.

On this day, September 29, 1946, the reciprocating engine Turtle was a veritable winged gas tank . . **THIRTEEN TONS BEYOND the two-engine Lockheed's Max Gross Weight Limitations.**

The Truculent Turtle rumbled and bounced on tires that had been over-inflated to handle the heavy load. Slowly it began to pick up speed. As each 1,000-foot sign went by, Rankin called out the speed and compared it to predicted figures on a clipboard in his lap.

With the second 1,000-foot sign astern, the Turtle was committed.

Davies could no longer stop on the remaining runway. It was now . . fly or burn. [ Secretly . . some of the excited end of runway watchers may have wanted to see the airplane crash and burn. ]

When the quivering airspeed needle touched 87 knots, Davies punched a button wired to his yoke, and the four JATO bottles fired from attachment points on the aft fuselage.

The crew's ears filled with JATO bottles' ROAR . . bodies FEELING the JATO's thrust. For a critical twelve seconds, the JATO provided the thrust of a third engine.

At about 4,500 feet down the runway, 115 knots was reached on the airspeed indicator, and Davies pulled the nose wheel off. There were some long seconds while the main landing gear continued to rumble over the last of the runway. Then the rumbling stopped as the main landing gear staggered off the runway and the full load of the aircraft shifted to the wings.

As soon as they were certain that they were airborne, but still only an estimated five feet above the ground, Davies called 'gear up.' Rankin moved the wheel-shaped actuator on the pedestal between the pilots to the up position, and the wheels came up. Davies likely tapped the brakes to stop the wheels from spinning, and the wheel-well doors closed just as the JATO bottles burned out. Behind the pilots in the aft fuselage, CDR Walt Reid kept his hand on the dump valve that could quickly lighten their load in an emergency.

Roy Tabelaing, at the radio position, kept all his switches off for now to prevent the slightest spark.

The Turtle had an estimated 20 feet of altitude and 130 knots of airspeed when the JATO bottles burned out. The JATO bottles were not just to give the Turtle additional speed on take-off, but were intended to improve the rate of climb immediately after lift-off. The Turtle barely cleared the trees a quarter of a mile from the end of the runway.

The field elevation of Pearce Aerodrome was about 500 feet, and the terrain to the west sloped gradually down to the Indian Ocean about six miles from the field. So, even without climbing, the Turtle was able to gain height above the trees in the critical minutes after take-off.

Fortunately, the emergency procedures for a failed engine had been well thought out, but were never needed. At their take-off weight, they estimated that they would be able to climb at a maximum of 400 feet per minute. If an engine failed and they put maximum power on the remaining engine, they estimated that they would be forced to descend at 200 feet per minute.

Their planning indicated that if they could achieve 1,000 feet before an engine failure they would have about four minutes in which to dump fuel to lighten the load and still be 200 feet in the air to attempt a landing. With their built-in fuel dump system, they were confident that they were in good shape at any altitude above 1,000 feet because they could dump fuel fast enough to get down to a comfortable single-engine operating weight before losing too much altitude.

Departing the Aerodrome boundary, the Turtle was over the waters of the Indian Ocean.

With agonizing slowness, the altimeter and airspeed readings crept upward. Walt Reid jettisoned the empty JATO bottles. The Turtle was thought to have a 125 KT stall speed with the flaps up at that weight. When they established a sluggish climb rate, Gene Rankin started bringing the flaps up in careful small increments. At 165 KT, with the flaps fully retracted, Tom Davies made his first power reduction to the maximum continuous setting.

The sun was setting and the lights of the city were blinking on as the Turtle circled back over Perth at 3,500 feet and headed out across the 1,800 miles of the central desert of Australia. On this record-breaking night, one record had already been broken. Never before had two engines carried so much weight into the air . . . after the JATOS quit.

Their plan was to keep a fairly low 3,500 feet for the first few hundred miles, burning off some fuel, giving them a faster climb to cruise altitude . . . and [ hopefully ] costing them less fuel for the total trip. But the southwest wind, burbling and eddying across the hills northeast of Perth, brought turbulence that shook and rattled the overloaded Turtle, threatening the integrity of the wings themselves.

Tom Davies applied full power and took her up to 6,500 feet where the air was smoother, reluctantly accepting the sacrifice of enough fuel to fly an extra couple of hundred miles if lost, bad WX or other unexpected problems at flight's end.

Alice Springs at Australia's center, slid under the Turtle's long wings at midnight. And Cooktown on the northeast coast at dawn. Then it was out over the Coral Sea where, only a few years before, the LEXINGTON and YORKTOWN had sunk the Japanese ship SHOHO to win the first carrier battle in history, and prevented Australia and New Zealand from being cutoff and then isolated.

At noon on the second day, the Turtle skirted the 10,000 foot peaks of southern New Guinea, and in mid-afternoon detoured around a mass of boiling thunderheads over Bougainville in the Solomons. As the sun set for the second time since takeoff, the Turtle's crew headed out across the vast and empty Pacific Ocean and began to establish a flight routine.

They stood two-man four-hour watches, washing, shaving, and changing to clean clothes each morning. And eating regular meals cooked on a hot plate. Every two hours, a fresh pilot would enter the cockpit to relieve whoever had been sitting watch the longest. The two Wright 3350 engines ran smoothly; all the gauges and needles showed normal. And every hour another 200 or so miles of the Pacific passed astern. The crew's only worry was Joey the kangaroo, who hunched unhappily in her crate, refusing to eat or drink.

Dawn of the second morning found the Turtle over Maro Reef, halfway between Midway Island and Oahu in the long chain of Hawaiian Islands. The Turtle only had one low-frequency radio, because most of the modern radio equipment had been removed to reduce weight. Radio calls to Midway and Hawaii for weather updates were unsuccessful due to the long distance.

Celestial navigation was showing that the Turtle was drifting southward from their intended great circle route due to increased northerly winds that were adding a headwind factor to their track. Instead of correcting their course by turning more northward, thereby increasing the aircraft's relative wind, CDR Davies stayed on their current heading accepting the fact that they would reach the west coast of the U.S. [ somewhere ] in northern California rather than near Seattle as they had originally planned.

When Turtle's wing tip gas tanks empty, they were jettisoned over the ocean. Then the Turtle eased up to 10,000 feet ; later to 12,000 feet. At noon, CDR Reid came up to the cockpit smiling. "Well," he reported, "the damned kangaroo has started to eat and drink again. I guess she thinks we're going to make it." The purpose of our mission [ except in Joey's brain ] was not some foolish stunt, despite her unusual presence aboard.

In the fall of 1946, the increasingly hostile Soviet Union was pushing construction of a submarine force nearly ten times larger than Hitler's. Antialternative-submarine warfare was the Navy's responsibility, regardless of the U.S. Army Air Force's alternative views.

The Turtle was among the first of the P2V Neptune patrol planes designed to counter the sub threat. Tom Davies' orders derived straight from the offices of Secretary of the Navy, James V. Forrestal, and the Chief of Naval Operations, Fleet Admiral Chester W. Nimitz.

A dramatic demonstration was needed to prove beyond question that the new P2V patrol plane, its production at Lockheed representing a sizeable chunk of the Navy's skimpy peacetime budget, could do the job. With its efficient design that gave it 4-engine capability on just two engines, the mission would show the Neptune's ability to cover the transoceanic distances necessary to perform its ASW mission and sea-surveillance functions.

At a time when new roles and missions were being developed to deliver nuclear weapons, it would not hurt a bit to show that the Navy, too, had those significant capabilities.

So far, the flight had gone pretty much according to plan. But now as the second full day in the air began to darken, the Pacific sky, gently clear and blue for so long, turned rough and hostile. An hour before landfall, great rolling knuckles of cloud punched out from the coastal mountains. The Turtle bounced and vibrated. Ice crusted on the wings. Static blanked out its radio transmissions and radio reception.

The crew strapped down hard, turned up the red instrument lights and took turns trying to tune the radio direction finder to a recognizable station. It was midnight before Roy Tabeling succeeded in making contact with the ground and requested an instrument clearance eastward from California. They were 150 miles off the coast when a delightful female voice reached up through the murk from Williams Radio, 70 miles south of Red Bluff, California.

"I'm sorry" the voice said. "I don't seem to have a flight plan on you. What was your departure point?"

"Perth, Western Australia." "No . . . I mean where did you take-off from?"

"Perth, Western Australia."

"Navy Zero Eight Two, you are not understanding me. I mean what was your departure airport for this leg of the flight?"

"Perth, Western Australia. BUT . . . that's halfway around the world!"

"No . . . Only about a third. May we have that clearance, please?"

The Turtle had departed Perth some thirty-nine hours earlier and had been out of radio contact with anyone for the past twenty hours. That contact with Williams Radio called off a world-wide alert for ships and stations between Mid-way and the west coast to attempt contact with the Turtle on all frequencies. With some difficulty due to reception, the Turtle received an instrument clearance to proceed on airways from Oakland to Sacramento and on to Salt Lake City at 13,000 feet.

The weather report was discouraging. It indicated heavy turbulence, thunderstorms, rain and icing conditions.

As Gene Rankin wrote in a magazine article after the flight: "Had the Turtle been on the ground at an airport at that threatening point, the question might have arisen: 'Is this trip important enough to continue right through this' stuff'?"

The Turtle reached the west coast at 9:16 p.m. about thirty miles north of San Francisco. Their estimated time of arrival, further north up the coast, had been 9:00 p.m. They had taken off about forty hours earlier and had covered 9,000 statute miles thus far.

They had broken the distance record by more than a thousand miles, and all of their remaining fuel was in their wing tanks which showed about eight-tenths full. Speculation among the pilots began as to how much further the Turtle could fly before fuel exhaustion.

The static and atmospheric began demonstrating the weird and wonderful phenomenon of St. Elmo's fire, adding more distractions to the crew's problems. The two propellers whirled in rings of blue-white light. And violet tongues licked up between the windshields' laminations. While eerie purple spokes protruded from the Neptune's nose cone.

All those distracting effects now increased in brilliance with an accompanying rise in static on all radio frequencies before suddenly discharging with a blinding flash and audible thump. Then once again . . . slowly re-create itself.

The Turtle's oxygen system had been removed for the flight, so the pilots were using portable walk-around oxygen bottles to avoid hypoxia at higher altitudes.

The St. Elmo's fire had been annoying but not dangerous. But it can be a heart-thumping experience for those witnessing it for the first time. The tachometer for the starboard engine had been acting up, but there was no other engine problems. The pilots kept the fuel cross-feed levers, which connected both main tanks to both engines, in the 'off' position so each was feeding from the tank in its own wing. Somewhere over Nevada, the starboard engine began running rough and losing power.

After scanning the gauges, the pilots surmised that the carburetor intake was icing up and choking itself. To correct that, the carburetor air preheating systems on both engines were increased to full heat to clear out any carburetor ice. Very quickly, the warm air solved the problem and the starboard engine ran smoothly again.

With an engine running rough, CDR Davies had to be thinking about their mission. The Turtle had broken the existing record, but was that good enough? It was just a matter of time before the AAF would launch another B-29 to take the record up another notch. The Neptune was now light enough for single engine flight, but how much farther could it go on one engine? And was it worth risking this expensive aircraft for the sake of improving a long-distance record?

Over Nevada and Utah, the weather was a serious factor. Freezing rain, snow and ice froze on the wings and fuselage, forcing the crew to increase power to stay airborne. The aircraft picked up a headwind and an estimated 1,000 pounds of ice. It was problematic because the plane's deicing and anti-icing equipment had been removed as a weight-saving measure.

The next three [3] hours of high power settings and increased fuel usage at a lower altitude of 13,000 feet. And it probably slashed 500 miles from our flight's record-breaking distance.

After passing Salt Lake City, the weather finally broke with the dawn of the Turtle's third day in the air. The Turtle was cleared to descend to 9,000 feet. All morning, CDR Davies tracked their progress eastward over Nebraska, Iowa, and the Missouri and Mississippi Rivers. To the north, Chicago's haze was in sight.

But not surprisingly, our remaining fuel levels were gaining more attention from each and every member of the crew.

The wingtip tanks had long ago been emptied and jettisoned over the Pacific. The bomb bay tank, the nose tank and the huge aft-fuselage tank were empty. Entirely empty. The fuel gauges for both wing tanks were moving inexorably toward zero. CDR Davies and his crew consulted, tapped each fuel gauge, calculated and recalculated their remaining fuel, and cursed the gauges on which one-eighth of an inch represented 200 gallons.

At noon, they concluded they could not safely stretch the flight all the way to Washington, D.C., and certainly not to the island of Bermuda. CDR Davies chose the Naval Air Station at Columbus, Ohio to be their final destination.

At quarter past one that afternoon the runways and hangars of the Columbus airport were in sight. The Turtle's crew were cleaned-up and shaven and in uniform. And the fuel gauges all read empty. With the landing checklist completed and wheels and flaps down, CDR Davies cranked the Turtle around in a 45 degree left turn towards final. As the airplane leveled out of its final turn, the starboard engine popped, sputtered and quit . . . The port engine continued smoothly.

Down to 400 feet, as they completed their final turn, both pilots simultaneously recognized the problem. Their hands collided, as both reached for the fuel cross feed fuel lever between their seats. During the landing pattern's descending final turn in the landing pattern, the near-empty starboard tank quit feeding fuel into the starboard engine.

Within seconds, the starboard engine began running smoothly again from fuel rushing in from the open cross feed. The Turtle had been in no danger, since they were light enough to operate on one engine. On the other hand, it would have been embarrassing to have an engine quit, in view of the growing crowd watching below.

At 1:28 p.m. on October 1st, the Neptune's wheels once more touched the earth [ HARD ] with tires intentionally over-inflated for our take-off at Perth . . . 11,236 miles and 55 hours and 17 minutes . . . after take-off.

After a hastily called press conference in Columbus, the crew was flown to NAS air station in Washington, D.C. by a Marine Corps Reserve aircraft, where they were met by their wives and the Secretary of the Navy. The crew were grounded by a flight surgeon upon landing in Columbus..

But before the day was over, the Turtle's crew had been awarded Distinguished Flying Crosses by Navy Secretary Forrestal. Next day, they were scheduled to meet with an exuberant President Harry S. Truman.

And Joey, was observably relieved to be back on solid earth. And she was installed in luxurious quarters at the zoo.

The record established by CDR Tom Davies and the crew of the Truculent Turtle's crew **did not stand for a fluke year or two. But for decades.** The long-distance record for all aircraft was only broken by a jet-powered B-52 in 1962.

The Truculent Turtle's record for piston/propeller driven aircraft was broken by Burt Rutan's Voyager, a carbon-fiber aircraft, which made its historic around the world non-stop flight in 1986... more than four decades after the Turtle landed in Ohio.

After a well-earned publicity tour, the Truculent Turtle was used by the Naval Air Test Center, at Patuxent River, as a flying test bed for advanced avionics systems. The Truculent Turtle was retired with honors in 1953 and put on display in Norfolk, Virginia, and later repositioned at the main gate of Naval Air Station Norfolk, Virginia, in 1968.

In 1977, the Truculent Turtle was transported to the National Naval Aviation Museum in Pensacola, Florida where it now holds forth in a place of honor in Hangar Bay One.

Many thanks to the Naval Institute Proceedings magazine, Naval Aviation News magazine, the Naval Aviation Museum Foundation magazine, CDR Eugene P. Rankin, CDR Walter S. Reid and CDR Edward P. Stafford, whose articles about the "Truculent Turtle " were the basis for this article.

Cool video's found on the internet.

[A robot that is a bird.](#)

[Spin an Icon](#) – Not what you Mac guys will think. Thanks to Bruce C for this one.

[Them "old dogs" might teach you more than you think.](#) Then again, they might not be such an "old dog" afterall.

[The boy who played with Fusion](#) – Article about an amazing kid. – Another thanks to Bruce C.

## What is it? From last month Sponsored by:



Bob Cowan beat everyone to the punch. No tricks, just a nice looking RV-10 (why isn't it called an RV-10A) listed on the front page of Barnstormers. Sponsor prizes have been restocked thanks to Aircraft Spruce. Don't forget to thank



them when you call and make that next order. Might be worth jotting down a note in the comments section if you order online. A year end prize has been donated by

A new aviation headset. <http://www.comtronics-aero.com>. Missed guess's still count one point each, tallied to the end of the year with a 2 guess limit per month.



Missed guess's still count one point

Thanks to those that called Aircraft Spruce and mentioned this contest in the newsletter as they have agreed to continue their sponsorship. Prizes are available thanks to them. Please give them a call with your next order and tell them how much you appreciate their generous donation to our monthly newsletter.



Submit your answer to the newsletter editor to be eligible for a prize to be awarded at the regular chapter meeting.

**You must be present to win but points are cumulative.**

Winning entries will be decided by the email that is received with the earliest time stamp and the correct naming of the make/model of the pictured airplane as discovered. Winners that correctly identified the winning make/model that do NOT attend the meeting will forfeit the prize to the next available submission.

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Chapter Judge's decision on correct identification is final.



It doesn't really matter where you learn to fly. It matters that you learn all you can while you are learning to fly.

What is it?

Sponsored by:





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