THE SLOW ROLL

CHARTERED #921
Since DEC. 1974

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AUGUST 2013

The Slow Roll is published by the Sun Valley Fliers By and for its membership to all others interested in the building and flying of radio control aircraft

IMAA Chapter 782

Inside this issue: **Cover Photo by Marty Jones with a Flyzone Tidewater @ Lake Pleasant**

THE PRESIDENTS CHANNEL

Frank Moskowitz

AUGUST 2013 SLOW ROLL PRESIDENTS LETTER

Welcome to the August Slow Roll.

I hope everyone is enjoying the summer flying weather. I heard a rather amusing comment from one or our members stating he was in "Heat Jail" Just too hot and muggy to be out flying. We typically have until mid-September for the end of the Arizona Monsoon season. Until then arrive early and enjoy the morning flying conditions.

I'm very pleased with the new roofing on our Ramada. That also includes the helicopter Ramada. Painting of both Ramada's has been approved by the board and is happening now. By the time you read this Slow Roll edition, the painting should be completed. That just leaves us with the landscaping update. We are actively seeking a landscaper to come in and remove all the weeds and groom the landscape back to something we would like to look at. If you are or know of a good landscaping or grounds keeping company, please let any board member know. I have been trying to get the **"Chain Gang"** **(Editor: Please don't bring the girls)** back to do some work but that has not panned out yet.

One last item is we are still looking for flight instructors. As our membership grows, we need to offer the services that our club is known for. Especially being the friendliest and most forward thinking club in the valley. If you are interested in this position, just inform any club officer or board member.

That's if for this month. Enjoy the heat.

Remember our next meeting is **Wednesday August 7th at 7:00 pm.** If you want to eat I suggest you arrive no later than 6:15 pm. **Location is Deer Valley Airport Restaurant. (7th avenue and Deer Valley Road). Lots of great food and a smoke free environment.** The Club meetings get better every month. We will always have more than one raffle prize and the 50/50 could make you very happy $$$. You never know what might happen, and you don't want to miss it.

Have fun out there!

Frank Moskowitz

President

SVF MEETING AUGUST 7 @ 7:00 P.M.

$ TREASURERS REPORT $ with *Gene Peterson*

TREASURERS REPORT August 2013

Maybe the heat wave will be out by the time you read this but July sure was hot. August is always better…….ha Better flying days are here soon.
Painting of the Ramada going on…….Watch out……..
Fall Events to get on your calendar…….
One Eight Air Force Fly In…….October 19-20,
Event this fall is at the AMPS Field in No. Phoenix, 43 AVE and Pinnacle Peak Road, just west of the I-17 FWY.
Electric Fun Fly……November 16., Cave Buttes Field
We should have the T-Shirts, hats and such available at the field , so find a board member, particularly on weekends and he should be able to help you spend some money.
Not much else going on the treasurers section this month, but we are getting ready to send out renewals pretty soon…….save up your money.
Get out there and FLY……..

Regards *GENE PETERSON, TREASURER*

Az49er@cox.net **602-579-0925**

AUGUST 2013 SVF BirthDay Boys

First name	Last name	Member type	Dob
John	Boccia	Regular	08/01/1963
Ron	Marshall	Regular	08/02/1961
Edward	Andres	Senior	08/04/1928
Tony	Guyer	Regular	08/04/1956
Frank	Moskowitz	Regular	08/05/1954
Paul	DeLawder	Regular	08/07/1958
Zac	Bern	Regular	08/07/1980
Colin	Markwart	Junior	08/11/2003
Stephen	Sample	Senior	08/12/1945
Jackson	Furedy	Regular	08/13/1952
Bill	Pearse	Senior	08/14/1941
Gary	Hedges	Senior	08/16/1943
Richard	Hartman	Senior	08/19/1940
James	Musser	Senior	08/21/1937
Ronald	Thomas	Regular	08/21/1949
Russ	Thomas	Regular	08/21/1955
John	Harpenau	Regular	08/22/1965
Bob	Corley	Regular	08/23/1950
Darrin	Jeffries	Regular	08/24/1969
Frank	Seminera	Senior	08/25/1941
David	Hurst	Inactive	08/26/1948
Jonathan	Colner	Regular	08/27/1949
Dan	Smith	Regular	08/27/1978
John	Zayas	Regular	08/27/1962
Ray	Fulks	Senior	08/30/1947

Sun Valley Fliers Aircraft

Bob Bayless, it is a Hangar 9 1/4 scale Moth ARF with my own Electric Conversion.

Sun Valley Fliers

Frankenstructor

On the Safe Side

The name creates a mental picture, doesn't it? We likely can all remember a 'Frankenstructor' from sometime in our past. You never forget the one who made your learning experience miserable, although he or she may have taught you something. Let's hope that was not the one who taught you how to fly RC or, worse yet, was not the name that one of your flying students used to describe you.

As a veteran teacher, I can tell you there are no incompetent instructors or worthless students. However, as a teacher and a lifelong student, I can tell you that no teacher reaches all students and no student accepts information from every teacher.

Each teacher has a teaching style and each student has a learning style. Sometimes they mesh well and both are rewarded, but sometimes they clash and the time spent is wasted. Good instructors will recognize the differences in people and try to maximize the chances of having a meaningful learning session. The ones who don't are the best candidates for Frankenstructor.

"What we have here is a failure to communicate." As an instructor, that line from the movie, "Cool Hand Luke," should always be in the back of your mind. You may be saying all the right things, but your student may not comprehend.

Your head is full of aeronautical knowledge, trivia tidbits, and war stories that are worth passing on, but an 11-year-old student, who does not know the difference between an aileron and a rudder, may not be ready to appreciate them. Your old Marine drill instructor's "in your face" explicit instructions surely stuck with you, but a 65-year-old retiree who is all thumbs may not need to hear them repeatedly. If you want to communicate better with your students, try these simple steps:

Work the plan. How can your students excel if they don't know what to do or how their performance will be measured? You or your club should have a training plan. This plan should include an explanation of the progression of training and what the student should expect at each level. Some clubs have a formal skills review with other members of the organization.

If you club does not have a plan, it should. I have included a great example. These club members put much thought and work into this instruction guide: Patuxent Aeromodelers Radio Control Club, Hollywood, Maryland, AMA Charter #675, Student Handbook, www.paxaero.com/studenthandbook.pdf.

There are plenty of others. Do a Google search and you will find them. The AMA website also has some good references, including this one: The Newcomer's Guide, www.modelaircraft.org/files/education/docs/newcomerguide.pdf.

Objectives. When you have a plan, each of your lessons should have an objective, such as "on this flight I want you to take it up to about 150 feet and do three figure eights with the center of each 8 right in front of you."

That's simple and direct and you and your student know the outcome. Some learn best visually, so you may want to demonstrate the figure eights the first time and then turn the airplane over to your student. As the student executes the lesson, keep your comments brief and to the point, such as, "A little more elevator in your turns." At the completion of the lesson, land or take the airplane back from your student and then ask him or her if he or she has any questions.

Save most of your criticism or suggestions for this post-lesson debriefing. Your drill instructor's harsh words may have stayed with you all of these years, but most agree that constructive criticism is best.

Patience. It is okay to demand perfection, but make sure you have a lot of patience with your students as they get there. No student *wants* to fail. If they don't get it the first time, or even tenth time, keep trying, but try something different and try to get the root of the problem by asking questions. Sometimes, it is a look or a sigh that might be the indicator of frustration. Try to read your student's non-verbal ques.

Teachable moments. If your student pulls up too sharply and stalls, that is the perfect opportunity to talk about stalls and how to recover. In dog training, it is believed that 90% of the learning takes place in the first three minutes. In humans, it may be slightly longer, but you will still find that most of the learning takes place at the beginning of the session. An increased level of mistakes and a decrease in

conversation are two good signs that your lesson for today is nearly complete.

If you have a couple of hours to spend with your student, break it up into shorter sessions. Use the intermissions to discuss safety, vocabulary, or aerodynamics. Teachable moments also apply to the learning environment. It might not be the best day to shoot your first landing if the wind is blowing 15 mph across the runway.

Use common sense. Make sure you are on time for each lesson, even if you student is not. Treat your student with respect. If something breaks, help fix it. Remember what it was like when you were the student.

Safe flying habits are learned behaviors. Safety should not be the glue that holds your plan together. As an instructor, you are the example. Make sure that you do not shortcut any of your safe flying rules.

Begin your lessons by discussing safety and end each with a safety- related issue. Make sure your student knows that his or her fellow fliers will be tolerant of a beginner's mistakes, but not for long.

Your student should know the rules and etiquette of your flying site and follow them. Make sure they know that a crashed airplane requires proper repair and inspection before it goes back into the air.

This is supposed to be fun. Remember that this is a hobby and it is the safe enjoyment of it that we all seek. Emphasize the aspects that you find most enjoyable about flying and explain all of the different ways people in this hobby challenge themselves. Let them find their own passion, as you did.

Find some time during each lesson for your student to bore holes in the sky or do a loop or two. There may have been a Frankenstructor in your past, but there likely also were some teachers whom you remember fondly—the ones who you thank for the skills and knowledge they passed on to you. Maybe you can be one of those to someone in the flying community. What a legacy to leave behind!

Jim Tiller, jtillet@hotmail.com

10 best air shows around the world

Florida International Air Show, Punta Gorda, Fla.
Each year at the end of March, Punta Gorda, FL kicks off air show season with the Florida International Air Show. Both military and civilian aircraft take to the skies to perform death-defying stunts. Back on the ground, visitors can see aircraft dating back to WWII up close.
2013 dates: March 23-24
More information: http://www.floridaairshow.com/

EAA AirVenture Oshkosh, Oshkosh, Wis.
Oshkosh hosts the largest annual gathering of aviation enthusiasts in the country during the EAA AirVenture Oshkosh. With more than 10,000 aircraft in attendance, there's a little bit of everything represented, including warbirds, home-built aircraft, ultralights and vintage planes.
2013 dates: July 29-Aug. 4
More information: http://www.airventure.org/

Sun 'n Fun International Fly-In, Lakeland, Fla.
Florida's Sun 'n Fun International Fly-In, another early-season event, invites solo pilots, military stunt teams and aviation exhibitors to Lakeland for plenty of family fun. If you've ever wanted to go up in one of these more eclectic aircraft, this show is a great place to do it.
2013 dates: April 9-14
More information: http://www.sun-n-fun.org/FlyIn.aspx

Bournemouth Air Festival, Dorset, England
The Bournemouth Air Festival, the largest free annual airshow in Europe, combines two great things: airplanes and the beach. The four-day festival draws over a million spectators for its aerial shows, hot air balloon rides and fun in the sun.
2013 dates: Aug. 29 - Sept. 1
More information: http://www.bournemouthair.co.uk/

continue

continued

Tannkosh in Tannheim, Germany

While nothing in Europe can really compare to AirVenture Oshkosh in terms of size, Tannkosh in Germany is the closest, with more than 1,000 private pilots attending. In addition to the vintage aircraft you'll often see in the air, many spectators have started showing up in their vintage automobiles and motorcycles as well.

2013 dates: Aug. 23-25

More information: http://www.tannkosh.de/157.0.html

Royal International Air Tattoo, Gloucestershire, England

If military aircraft interests you, then the Royal International Air Tattoo should top your list of must-see events. As the largest all-military air show in the world, RIAT includes in-air performances, two miles of stationary aircraft to check out and interactive activities for visitors of all ages.

2013 dates: July 20-21

More information: http://www.airtattoo.com/

Reno Air Races, Reno, Nev.

While the annual Reno Air Races in Reno, NV every September has its fair share of airplane acrobatics, the real reason pilots come back year after year is for the racing. Six classes of aircraft go head to head on 3- to 8-mile race courses in the sky.

2013 dates: Sep. 11-15

More information: http://www.airrace.org/

Miramar Air Show, San Diego

Each September, pilots take to the very same skies where the American classic Top Gun was filmed at the Miramar Air Show in San Diego. It's the largest military show in the United States, and spectators are treated to a performance by the Blue Angels each and every year.

2013 dates: Oct. 4-6

More information: http://miramarairshow.com/

Abbotsford Airshow, Abbotsford, Canada

As Canada's largest air show, the Abbotsford Airshow attracts more than 125,000 spectators to watch dozens of performers take to the skies, including the Canadian Snowbirds, SkyHawks (parachuting team), Thunderbirds and Blue Angels.

2013 dates: Aug. 9-11

More information: http://www.abbotsfordairshow.com/

Great Tennessee Air Show, Smyrna, Tenn.

For two days each July, air performers fill the sky above Smyrna, Tenn. at the Great Tennessee Air Show. Get up close to some pretty cool planes in the static area between solo and team stunt shows in the skies.

**2014* dates*: June 14-15

More information: http://www.greattennesseeairshow.com/

THANK YOU!

Barbara DeVeuve for your donation to AMA "Walk of Fame Bricks" for E.E."Bub" Wolfe and Robert Whipple same donation for James P. DeVeuve

SVF MEETING AUGUST 7 @ 7P.M.

More SVF Members Photos

Full scale B-24 @ D.V.Airport Photo by C.B.

SVF Sun Valley Fliers

Old Time Aviation - a bit of history

Courtesy of Aviation Archaeological Investigation & Research

Every so often, usually in the vast deserts of the American Southwest, a hiker or a backpacker will run across something puzzling: a ginormous concrete arrow, as much as seventy feet in length, just sitting in the middle of scrub-covered nowhere.

What are these giant arrows? Some kind of surveying mark? Landing beacons for flying saucers? Earth's turn signals? No, it's…

The Transcontinental Air Mail Route

A re-creation of a 1920s map showing the route of airmail planes; the dots are intermediate stops along the course.

On August 20, 1920, the United States opened its first coast-to-coast airmail delivery route, just 60 years after the Pony Express closed up shop.

There were no good aviation charts in those days, so pilots had to eyeball their way across the country using landmarks. This meant that flying in bad weather was difficult, and night flying was just about impossible.

The Postal Service solved the problem with the world's first ground-based civilian navigation system: a series of lit beacons that would extend from New York to San Francisco . Every ten miles, pilots would pass a bright yellow concrete arrow. Each arrow would be surmounted by a 51-foot steel tower and lit by a million-candlepower rotating beacon. (A generator shed at the tail of each arrow powered the beacon).

Now mail could get from the Atlantic to the Pacific not in a matter of weeks, but in just 30 hours or so.

Even the dumbest of air mail pilots, it seems, could follow a series of bright yellow arrows straight out of a Tex Avery cartoon.

By 1924, just a year after Congress funded it, the line of giant concrete markers stretched from Rock Springs , Wyoming to Cleveland , Ohio . The next summer, it reached all the way to New York , and by 1929 it spanned the continent uninterrupted, the envy of postal systems worldwide.

Radio and radar are, of course, infinitely less cool than a concrete " Yellow Brick Road " from sea to shining sea, but I think we all know how this story ends. New advances in communication and navigation technology made the big arrows obsolete, and the Commerce Department decommissioned the beacons in the 1940s.

The steel towers were torn down and went to the war effort. But the hundreds of arrows remain. Their yellow paint is gone, their concrete cracks a little more with every winter frost, and no one crosses their path much, except coyotes and tumbleweeds.

But they're still out there! **Get Google Earth-put them in search to see some arrows**

37° 3'53.17"N 113°35'43.15"W
37°10'50.03"N 113°24'1.45"W
37° 7'2.66"N 113°29'15.36"W

SVF'er @ Bartlett Lake

Sun Valley Fliers

Unlimited Class Racers Announced

Legendary P-51 Mustang, "Strega," to compete at 50th National Championship Air Races

Precious Metal, Dreadnought and Argonaut also announced as competitors in this year's event

On the heels of last week's initial competitor announcement, the Reno Air Racing Association (RARA) announced this week that legendary Unlimited & Warbird Class (UWRC) racers "Strega," "Precious Metal," "Argonaut," and "Dreadnought," are the latest entrants into the historic event's most recognizable racing class. In a surprising twist, however, "Strega," which has been flown to victory the past four years by defending champion Steve Hinton, will be flown by Air Race veteran Matt Jackson. As previously announced, this year Hinton will be flying another Air Race favorite, the purple and yellow P-51 Mustang "Voodoo" as well as Stu Dawson set to return in Rare Bear. These latest additions round out one of the Reno Air Races' most competitive and anxiously anticipated racing fields in the history of the event, which will take place at the Reno-Stead Airport Sept. 11 -15.

"With these latest additions to the Unlimited & Warbird Racing Class, we have as good of a racing field as we have ever had and one that is absolutely befitting of our special 50th event," said Mike Houghton, president and CEO of RARA. "We are ecstatic to announce that we will have the most recognizable racing planes and pilots in the world and one of the most competitive national championships in the event's storied history."

In taking the helm of "Strega," owned by acclaimed race champion Bill "Tiger" Destefani, Jackson will be piloting the winningest plane in the history of the Reno Air Races' Unlimited division. He will be trying to unseat Hinton, who has won Unlimited Gold in each of the four years that he has competed in Reno. The Breitling-sponsored "Precious Metal" will be piloted by longtime race pilot and Formula One Gold Champion Thom Richard, who will be looking to win his first Unlimited Gold victory. Additionally, brothers Dennis and Brian Sanders will be flying the fan-favorite Sea Furies, "Dreadnought" and "Argonaut," respectively. All told, there are 16 Unlimiteds scheduled to compete in the UWRC, and more than 113 planes total racing, with more to come, in Reno's six racing classes.

"This year's event will feature some very unique storylines and we know, at the very least, we're going to see a new face or a new plane on the winner's podium when all is said and done," said Houghton. "And, in addition to some incredible racing, we will have a wide array of top-notch, one-of-a-kind entertainment that should serve as an emphatic tribute to aviation of all kinds."

In addition to six classes of some of the most experienced and talented racers flying in the "World's Fastest Motorsport," this year, attendees can expect thrilling entertainment including the L-39 Patriot Jet Team, the Breitling "Jetman," and a bevy of individual air performances from some of today's most talented aerial stunt pilots. Entertainment will take place on land as well, with high-speed performances from the popular Smoke N' Thunder Jet Car.

The 50th annual National Championship Air Races are the world's premier air racing event. The races take place this year from Sept. 11 -15. Tickets are on sale now by phone at (775) 972-6663 or online at www.airrace.org. For the latest updates and information find the National Championship Air Races on Facebook at www.Facebook.com/RenoAirRacingAssociation or follow on Twitter @RenoAirRaces.

http://www.airrace.org/race_experience/news.php

SVF Members on Land & Water

Sun Valley Fliers

Doolittle Raiders hold final reunion

By ROBERT JAQUES

The Doolittle Raiders held their 71st and final public reunion in Ft. Walton Beach, Florida, April 16-20.

Of the 80 men who took part in the daring mission to bomb Japan, only four are still living. Three were able to attend this final reunion: Lt. Col. Richard Cole, 97, co-pilot on plane #1 who flew with Col. Jimmy Doolittle; Lt. Col. Edward Saylor, 93, an engineer on plane #15; and Staff Sgt. David Thatcher, 92, an engineer and gunner. The fourth, Lt. Col. Bob Hite, 95, co-pilot of plane #16, could not travel due to illness.

The surviving Raiders elected to have their final reunion at Ft. Walton Beach since this is where their mission began in 1942 at nearby Eglin Air Force Base. That's where the men and their B-25 bombers came to practice short field take-offs using less than 500 feet to get airborne. This was the maximum distance on the flight deck of the aircraft carrier USS HORNET the bombers could use to get airborne.

On April 18, 1942, 80 men flying 16 B-25s took off from that aircraft carrier and bombed several cities in Japan, then headed to Chinese airfields. However, the carrier task force was spotted by a Japanese trawler, and the planes had to take-off 200 miles farther away than planned. This meant the planes used more fuel and could not reach the airfields in China. Some of the planes ditched along the Chinese coast, while others crash landed in the mountains.

The pilot of plane #8 decided to land in Vladivostok, Russia, in hopes of getting more fuel to continue into China. The Russians confiscated the airplane and interred the crew for about a year before they escaped through Iran. After the war, the Russians did not return the airplane and it remained "lost."

At this year's reunion, Charles Runion, from Lebanon, Tennessee, came with a fascinating story that gave closure to this tale of the "missing" airplane. In the mid-1990s a friend of his, who spent time in Russia and had made friends with a Russian Air Force officer, was taken to an area where derelict and broken aircraft were scattered. He recognized only the nose section of a B-25 and went over to inspect it closely.

The front of the airplane had been crushed and heavily damaged, but he was able to obtain the data plate. He later gave this historic and rare data plate to Runion, who brought it to the Reunion to show the Raiders. Runion displays the data plate in his own aviation museum in Lebanon called Wings Remembered.

The Raiders' mission caused very little strategic damage to Japan, but it proved to the Japanese people they were vulnerable to an attack, and it raised American morale considerably. The Raiders were all volunteers and are an important part of American history and legacy.

Over the years, the Raider's reunions have been in various cities and the public has always been allowed to attend. However, there are certain private events the Raiders do not open to the public.

One of these is the ceremony where they drink a toast to the memory of a Raider who died since their last reunion with special silver goblets given to the Raiders by the city of Tucson, Arizona, when they had a reunion there in 1959. There are 80 goblets with each man's name engraved twice. One is right side up and the other is upside down. When that person dies, the goblet is turned upside down and placed in a special display box. The goblets are on display at the National Air Force Museum in Dayton, Ohio.

This year, the Raiders raised a toast and turned over a goblet to the memory of Tom Griffin, 96, who died Feb. 26. He was the navigator on plane #9.

The tradition that has yet to happen is the opening of a special bottle of 1896 Hennessy Cognac by the last surviving Raiders (Doolittle was born in 1896). Later this year, the four remaining survivors will open the bottle and have that final toast. Whenever it is, it will be very private.

When the announcement came that this would be the last reunion the public could attend, reaction was swift.

Less than 48 hours after the reunion was announced, all available seats were sold. More than 600 people attended events throughout the weekend to see, hear, and meet these heroes.

To support the 71st Reunion, four B-25 bombers flew into the Destin, Florida airport, which is adjacent to Ft. Walton Beach, for static display and to sell rides. Two World War II era North American T-6 trainers also arrived for static display.

The B-25 "Panchito," owned by Larry Kelly from Barstow, Maryland, was flown by Cole for a 35-minute flight along the coastline. Cole had a qualified co-pilot with him, but did most of the flying. After he got out of the airplane, I asked him, "Did you land the airplane?" He smiled, pointed to his co-pilot and said "Yes, but with a little help."

Lt. Col. Richard Cole in the pilot's seat in the B-25 PANCHITO after a successful landing.

The Raiders were honored by Northwest Florida State College in Niceville, Florida, by having a permanent exhibit on campus dedicated to the Raiders and their mission. The mascot name for the school is the Raiders, which was named in honor of the Doolittle Raiders in 1964. The three Raiders, Cole, Saylor, and Thatcher, attended the dedication of the exhibit on campus.

During the Friday luncheon, the emcee presented each Raider with a recognition and congratulatory note of their important mission signed by President Obama.

As in previous reunions, the Raiders were very gracious to agree to a couple of two-hour autograph sessions. Anyone could get in line but have only two items signed. The lines were always long as some people waited two to three hours to get their signatures. The Raiders greeted each person with a smile, a handshake, and then signed their items.

As the week ended with the Saturday night banquet, the 600 plus guests gave the Raiders one last standing round of applause. This tribute from the audience showed their appreciation for the Raiders' part in one of America's finest missions of World War II. God bless them all.

For more information: DoolittleRaider.com

47% Bristol Bulldog

After he bought a JPX 425cc twin engine from a friend, Ian Turney-White's next step was to decide what airplane to build to accommodate the massive powerplant. A 50% Gloster Gamecock? Nope … it would be too large to fit in Ian's van? He wrote, "I really liked the [Gamecock's] aluminum dope and gaudy squadron markings though and spotted the Bristol Bulldog which had the same coloring but was not so tall. From some calculations and measuring I worked out that at 47.3% scale, it would fit in the van, just! At 16 foot wingspan and 68 square feet of wing area it should provide a good platform for the JPX engine." With a detailed dummy engine, scale wing rigging, aluminum panels and flying surface hinges, the finished model is absolutely stunning, and we couldn't resist giving you a sneak peek. Stay tuned for a feature article on this giant bipe in the November issue of *Model Airplane News*

- **VIDEO**
-
- **http://www.youtube.com/watch?v=-wS2TPsZp5w**

The Truculent Turtle Record Flight, 1946

This is an interesting story about a Navy P-2 that flew non-stop from Perth Australia to Columbus, Ohio in 1946. More than 11,000 miles and 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. 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 take-off. 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.

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, their 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 Tabeling, 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 Perth were blinking on as the Turtle circled back over the city 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 R-3350 engines ran smoothly; all the gauges and needles showed normal. Every hour another 200 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 emptied, they were jettisoned over the ocean. Then the Turtle eased up to

10,000 feet and 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."

In the fall of 1946, the increasingly hostile Soviet Union was pushing construction of a submarine force nearly ten times larger than Hitler's. Anti-submarine warfare was the Navy's responsibility, regardless of the U.S. Army Air Force's opposing 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 to show that the Navy, too, had that capability.

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 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 static and atmospherics 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 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 problem. The pilots kept the fuel cross-feed levers, which connected both main tanks to both en-

gines, 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 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, the remaining fuel levels were gaining more attention from 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 entirely empty. The fuel gauges for both wing tanks were moving inexorably toward zero.

CDR Davies and his crew consulted, tapped each fuel gauges, 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 on final, 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 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 National 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.

SVF EXTRA'S

L-Caleb Lattin, Instructor John Deacon & John Geyer

Dennis Lamb

Sun Valley Fliers

Nearly Ready to Fly

This is not a RC Aircraft

Jack Bally's incredible 1/3 scale B-17 next to a Cessna 140!

Some new pictures surfaced last evening on the Bally Bomber facebook page showing Jack Bally's incredible 1/3 scale B-17 replica fully assembled and sitting next to a Cessna 140. Wow! The mind is really tied up in a knot trying to process what's seen there... it looks like a model but sooo big - but then it looks like a real B-17 but sooo much smaller!

This project, coming to life in Dixon Illinois, has to rank as one of the most fascinating homebuilt aircraft projects of all time. It's the kind of idea that weird people like me dream up but rarely does anyone actually follow through. With an estimated 20,000 hours of labor required to build this cute little beast, it's understandable why. With a 34ft 7in wingspan, estimated 1,800 pound weight and four 60hp engines for a total of 240hp, the Bally Bomber is just pure awesome! Be sure to check out the hundreds of pix from the build process along with additional info atTheBallyBomber.com

The not-so-big cockpit really shows the overall scale!

The project was started back in 1999 and is just now nearing completion. The airframe is all scratch built (of course) and made out of aluminum. The main gear retracts just like the real B-17, and has proven to be the most complicated part of the project. The engines are the Hirth 3002 4-cylinder 2-stroke that usually have a reduction unit and make about 80hp. Jack chose this engine because of its size... it was small enough to fit inside a properly scaled nacelle. However, to make it fit properly, the reduction unit is removed which will bring the power down around 60hp each, with the engines spinning the 46.4" diameter props at about 3,300 rpm.

One of four 2-stroke Hirth 3002 (formerly F-30) engines

Even though the airplane looks finished, I noticed in a Facebook comment last night that they say there's still some wiring, plumbing and detail work yet to complete. It would appear that the first flight is still off in the future a bit. Mostly that means that there's little hope of seeing the Bally Bomber at Oshkosh in a few weeks. There's little doubt in my mind that whenever this fabulous piece of work gets to Oshkosh, she'll be the Queen for the entire week!

theballybomber.com

The accuracy in the scale shaping is simply fantastic!

The accuracy of the shapes and scaling look excellent on this project. I remember back in the 70's there were several scaled-down military one-of-a-kind replicas, but most all failed to get the profiles, proportions, or prop scaling correct... the Bally Bomber appears to be getting it done right. Bravo!

The amazing Bally Bomber is almost ready to fly!

Can you even imagine how cool it would be to see this 1/3 scale B-17 in the air! No doubt the videos of the first flight will be a huge internet sensation... stay tuned to the Bally Bomber facebook page for updates on the first flight... this might be as big a deal as the full-scale Mosquito last fall!

First Impressions

First impressions are lasting impressions and you only get one chance to get it right. Few clubs don't need new members.

When a new person arrives at your field with all of his or her new equipment, make it a practice to be as inviting and friendly as possible. Greet him or her with a smile and a handshake. Introduce the person to others at the field. People are usually slighly intimidated when they see several people whom they don't know, but want to get to know.

I'm at my club field nearly every weekend and I make it a point to meet and greet anyone who comes to the field. I give him or her an issue of *Model Aviation* and if he or she has a child, I give the youngster a small balsa glider. I answer questions, provide club information, and explain how much fun model aviation is. If possible, we try to have an Intro Pilot give him or her a buddy-box flight.

All clubs have a gregarious member who spends much time at the field. Point out new people to this person and let him or her break the ice. If the new pilot has his or her equipment, point the person to a club instructor or one of the clubs more-experienced members to get things checked out. Take the time to make sure everything is shipshape and point out what needs some work. Be nice. We were all new members at one time.

Remember that you never know who you are talking to. I can give you several instances in which I was speaking with someone whom I did not know and was surprised to learn who they were. One was the former vice mayor who, 20 years ago, was instrumental in my club getting its field. I spoke with him about 20 minutes before I knew who he was.

Recently, I was assigned as administrator of estimate and have been dealing with a local certified public accountant (CPA). I had meeting with the CPA and had my AMA hat on. The CPA said she knew about AMA. As it turned out, she is the sister of a former AMA senior executive. It's a small world!

As Leader Members, we want to set the example for others to follow. You never know who your next club and AMA member will be.

Have a fun summer of flying.

Rusty Kennedy, amalmprogram@gmail.com

VIDEOS and Websites Links

Click on to view video, website

Not to bright Best to turn audio off 1:17
http://www.youtube.com/watch?v=tatq8KcaGY0

Formation of Giant Warbirds 6:27
http://www.youtube.com/watch?v=Sp6dAmeMCB8

1949 NATIONAL AIR RACES
http://www.airrace.com/1949%20NAR%20.htm

Warbirds Over Oberhausen 2013 9:29
http://www.youtube.com/watch?v=zYSPvXg9aRs

Run Away Heron 1:19
http://www.youtube.com/watch?v=ouL7edjFyyw

P-47 Moki 3:56
http://www.youtube.com/watch?v=e9eTHwcY8Mc

Twin Turbine English Electric Lighting 7:25
http://www.youtube.com/watch?v=odJGtLQNfi8#at=409

Grasshopper 325m Test 1:25
https://www.youtube.com/watch?v=eGimzB5QM1M&feature=youtube_gdata_player

Duxford Flying Legends 2013 12:07
https://www.youtube.com/watch?feature=player_embedded&v=MD8o4Qm8Un8&utm_campaign=310713.USW&utm_content=92149608&utm_medium=email&utm_source=EDM
Solar Impulse 12:56
http://www.youtube.com/watch?v=FWvgpngKIW4&feature=c4-overview-vl&list=PL-tY-9eGABwxPrlhhkJem5jFN3ZdLq0sE

SVF Website Buy & Sell items.
http://sunvalleyfliers.com/classifieds/classifieds.htm

My thanks to those who passed this info on.

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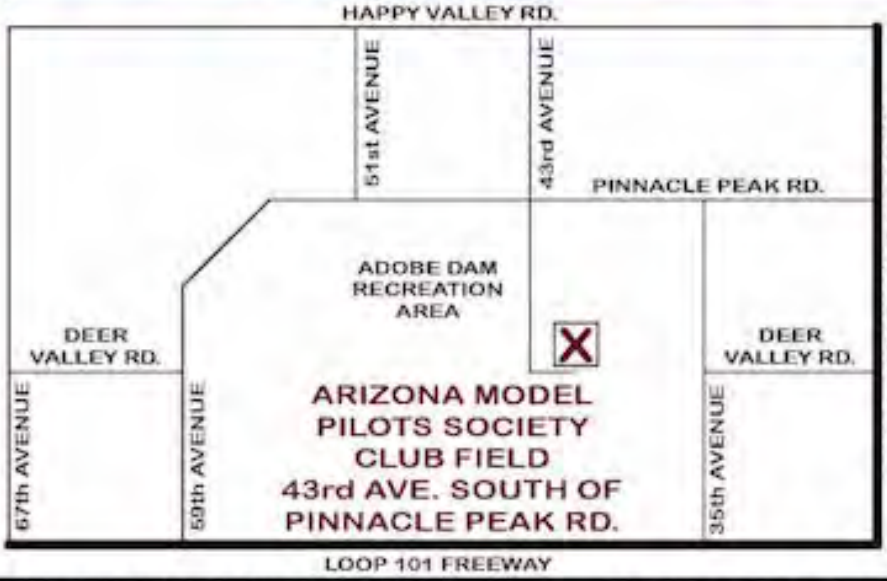

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This Month Issue *7-2013*

This month August SR looks more like an Aviation magazine then for RC. I feel as long as it got wings it can also be RC.

Some good VIDEOS to watch. *GOOD stuff in this issue, MORE photos, so enjoy!* Send those articles and photos in and for the SVF HALL of PLANES.! *Remember to **ZOOM** the **PDF** page to see more.*

Next month Issue

Next month issue will be the SEPTEMBER one. Will that be the end of the 100+ degrees and monsoon?

Would you like to be notified when the SLOW ROLL new issue is available? Give Gene your e-mail address. AZ49ER@COX.NET

Hope you will enjoy it. Bob

rcbobsvf@aol.com

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