



Official Bulletin of the VALIANT AIR COMMAND, INC.

(a 501(c)(3) Non-profit Organization

Space Coast Regional Airport, Titusville, FL 32780-8009

UN-SCRAMBLE

Volume 25, Issue 6

June 2003



Tico Belle as it appears May 21, 2003.....photo by Bob Kison

FLAG DAY, JUNE 14

The following resolution was adopted by the Marine Committee of the Second Continental Congress at Philadelphia on June 14, 1777:

Resolved; that the flag of the United States be thirteen stripes, alternate red and white; that the union be thirteen stars, white in a blue field, representing a new constellation.

It is this resolution that is celebrated as Flag Day. Celebrations of the event began in the late nineteenth century, begun by two schoolteachers, B. J. Cigrand in Fredonia, Wisconsin, in 1885, and George Balch of New York City in 1889, who initiated ceremonies for the schoolchildren. The movement proceeded, with adults, too, participating in patriotic programs. Franklin K. Lane, Secretary of the Interior, delivered a 1914 Flag Day address in which he repeated words he said the flag had spoken to him that morning: "I am what you make me; nothing more. I swing before your eyes as a bright gleam of color, a symbol of yourself."

Inspired by the decades of state and local celebrations, Flag Day, the anniversary of the Flag Resolution of 1777, was officially established by the Proclamation of President Woodrow Wilson on May 30, 1916. While Flag Day was celebrated in various communities for years after Wilson's proclamation, it was not until August 3, 1949, that President Harry S. Truman signed an Act of Congress designating June 14th of each year as National Flag Day.

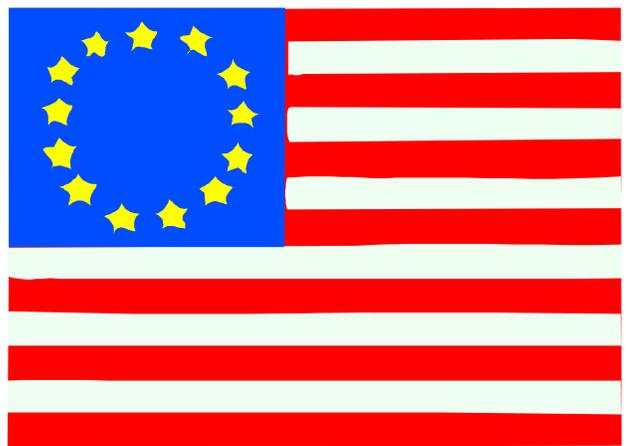
TICO BELLE REPAIR FUND

As of April 30, 2003, donations to the repair fund totalled \$49,367 with a balance of \$1,701. Since the end of the month the balance has fallen to a new low with the purchase of longerons and sheet aluminum. Any additional help you can offer would be **GREATLY** appreciated.

RECENT DONATIONS

General Dan James	Valkaria FL	\$ 20
John Prisoc	Jacksonville FL	\$ 10
Joyce Ulm	Tampa FL	\$200
Phillip Ulm	Tampa FL	\$ 80
Jean & Harry Crocker	Vero Beach FL	\$ 20
George McCallam	Daytona Beach FL	\$100
"Cap" Capito	Melbourne FL	\$100
Darrell & Corothy Fisher	Marion IA	\$100
Robert Foley	Oviedo FL	\$ 50
Steven Grant	Indialantic FL	\$ 10
Don Hussey	New Baltimore MI	\$ 50
Walter Yocum	Titusville FL	\$1000
Bob James***	Merritt Island FL	\$ 50

***in memory of Ralph Zegel





Valiant Air Command

6600 Tico Road, Titusville, FL 32780-8009

Tel (321) 268-1941 FAX (321) 268-5969

EXECUTIVE STAFF

COMMANDER	Lloyd Morris (386) 423-9304
EXECUTIVE OFFICER	Harold Larkin (321) 453-4072
OPERATIONS OFFICER	Mike McCann Email: mikewizmcc@aol.com (321) 751-4494
MAINTENANCE OFFICER	Bob James (321) 453-6995
FINANCE OFFICER	Pieter Lenie (321) 727-3944
PERSONNEL OFFICER	Alice Iacuzzo (321) 799-4040
TRANSP/FACILITY OFFICER	vacant
PROCUREMENT OFFICER	Bob Frazier Email: aircraftrhf@aol.com Tel & Fax (561) 848-4549
PUBLIC RELATIONS OFFICER	Bud Evans (321) 984-3343
"UN-Scramble" Editors	Bob and Nita Kison Email: rkison@cfl.rr.com (321) 269-6282

STATEMENT OF PURPOSE

The VALIANT AIR COMMAND was formed to perpetuate the history of aviation, to encourage gathering of men and women in camaraderie, research, and Warbird restoration, to serve as an educational tool for young and old alike, and to assure that the memory of those who gave their lives in service to their country shall not perish.

CALENDAR OF EVENTS

BOARD OF DIRECTORS MEETINGS

JUNE 10, 2003

12:00 NOON

VAC MUSEUM BOARD ROOM

JULY 8, 2003

12:00 NOON

VAC MUSEUM BOARD ROOM

MEMBERSHIP MEETING

UNSCHEDULED AS OF PUBLICATION TIME

PROCUREMENT by Bob Frazier

The Kison's are to be commended for the deeper meaning of last month's *UN-Scramble*, particularly the call to restore Memorial Day to its original date and original intent.

The T-2C Buckeye's final loan agreement has been signed by the USN. The wings and landing gear have been reassembled and we've started on the flaps. It's taking longer than expected because of the close tolerance fit of the parts and minor damage from the disassembly methods. As promised, the following crew helped to unload and start reassembly (due to length, we're listing last names only); Lindsay, Badger, Bixby, J. Dorrell, Etter, Frazier, Eiling, Hussey, James, Kordick, McDonough, McLeod, McQueen--and I've missed a few, so let me know and I'll include them next month.

The I-95 (Exit 215 or old 79) VAC logo sign has been modified and approved by the Florida DOT and the VAC. It now required the construction of a new, large blue sign for "Attractions" with the VAC logo installed on it. This should take about a month.

The original BMW-132 German engine from Martin Caidin's JU-52 "Iron Annie" has been received from the Yorktown Museum. It requires some cleanup and a mounting stand. Thanks for transporting it goes to Mike McCann.

Our TBM Grant application to the Florida Division of Historic Resources was not selected for an award. Of the 95 applications submitted, 51 were selected for awards from a pool of \$1,757,000. Most awards went to old historic buildings. Thanks to Don Hussey for preparing the application and supporting material.

OPERATIONS by Mike McCann

It has been a quiet month here at the VAC (relatively speaking). This has afforded me the opportunity to help out the C-47 restoration crew several days a week doing whatever cleaning, painting, or repairing needs to be done. I would prefer to be volunteering in this capacity more often and I take advantage of it whenever the opportunity arises. Several weeks ago Frank Pound and I paid a visit to New Smyrna Beach Middle School to participate in their annual Aviation Day. We set up a small display (including an F-14 ejection seat) and talked to many of the youngsters at this school about the VAC and opportunities in military and civilian aviation alike. This is another rewarding opportunity to attempt to give back a little to what has been given me. Thanks to Frank for taking a day off and accompanying me in this effort.

Don, Eric, and Paul of Warbird Flights have completed their first month of operation here at the VAC, and the results are encouraging. I elected to become the first paying customer, and I thoroughly enjoyed my 30 minutes in the SNJ with Eric Frazier (who is a very competent and eager young instructor). We performed some basic airwork and also had time for three landings. I encourage all of you folks out there to come out for a ride and support this worthwhile effort. They also have gift certificates available, which make outstanding gifts for that someone special you know. Consider it next time you can't think about what to get someone who "has everything." They have a website at www.flywarbirds.com.

It was brought to my attention recently that some of our folks took offense at a comment I made in the last newsletter about our static aircraft. I can assure you that nothing in that regard was intended. I was merely trying to differentiate between the various aspects of our operation. As often happens, I failed to heed my own advice about "choose your words carefully." My apologies again.

On behalf of all of our directors and members, I would like to extend my thanks to Dick Sherman and George Baker who cheerfully and unselfishly returned their TICO 2003 fuel checks to the VAC as a donation.

"Never fly the 'A' model of anything." - Ed Thompson

TBM DONATIONS

Don Hussey	New Baltimore MI	\$ 50
Buddy & Jan Pilkenton	Swanton VT	\$ 25
Forrest Ryan	Winstonn-Saloem NC	\$ 25
Paul Woodaard	Sebastian FL	\$100

Check out the website at:

www.vacwarbirds.org

UPCOMING AIRSHOWS OF INTEREST TO THE MEMBERS:

June 7-8, 2003: Asheboro, NC. North Carolina Aviation Museum's Warbird Airshow. Info: Museum number (336) 625-0170.

June 25-July 4, 2003: World Aerobatic Championships Competition to be held at Lakeland, Florida - The International Aerobatics Commission (CIVA) announced that the United States has been selected as host country for the XXII World Aerobatic Championships in 2003. The championships will be held June 25 through July 4, 2003, at the Sun 'n Fun Fly-In campus at the Lakeland Linder Regional Airport in Lakeland, Florida. Between 800-1000 pilots, officials and judges from 15-20 countries are expected to participate, along with the top aerobatic pilots from around the world. www.sun-n-fun.org.

July 2-6, 2003: Vietnam Helicopter Pilots Association. Orlando, FL. Contact Don Royce (407) 870-5367.

July 11-12, 2003: Pensacola Beach Air Show. Pensacola Beach, FL. Mary Bolman. (850) 932-2257. www.visitpensacolabeach.com.

July 17-20, 2003: Dayton, OH. Dayton Air Show. Dayton International Airport. (937) 898-5901. www.daytonairshow.com.

July 29-August 4, 2003: Oshkosh, WI. 51st Airventure 2003. Celebrating 100 years of flight this year. FMI: (920) 426-4800. www.airventure.org.

September 6-7, 2003: Robins AFB Air Show. Robins AFB, GA. Cecil Christopher (478) 926-2987.

September 6-7, 2003: Great Georgia Air Show. Peachtree City, GA. Greg Hall (770) 463-0358. www.wingsoverdixie.org.

September 27-28, 2003: Midland, TX. Fina-CAF AIRSHO 2003. Midland International Airport. (915) 563-1000. www.airsho.org.

October 3-5, 2003: EAA Southeast Regional Fly-In. Evergreen, AL (GZH). www.serfi.org.

October 4, 2003: Moody AFB Air Show. Moody AFB, Valdosta, GA. Richard Cutshall (813) 828-2902.

October 11, 2003: Maxwell AFB Open House. Montgomery, AL. Lt Col Keith Bartsch (334) 493-7000.

October 18-19, 2003: Wings Over Houston. Ellington Field, Houston, TX. Jack Amuny (713) 644-1018. www.wingsoverhouston.com

October 25-26, 2003: NAS Mayport Airshow. NAS Mayport, FL. Thomas Cosgrove (904) 270-7126.

October 31-November 2, 2003: N'awlins Air Show. New Orleans, LA. Pam Menesses (504) 678-3710. www.mwrneworleans.com.

YESTERDAY'S BATTLES - WORLD WAR II

ONE CAPTURED AND ONE THAT GOT AWAY

by Jeff James

June 1943--Tucked in between the Axis surrender in North Africa and the allied invasion of Sicily was the battle for Pantelleria. A small island located to the southwest of Sicily, Pantelleria was a vital Axis airbase throughout the war. An Allied invasion force was set to take the island prior to the landings on Sicily. However, on June 12, 1943, after a massive aerial bombing, Pantelleria surrendered. This was the first time in history that an island had surrendered solely as a result of aerial attack. In the 6 days preceding the surrender, the allies dropped 6,650 **TONS** of bombs on the island. The psychological damage of this massive bombardment, coupled with a severe water shortage, forced the surrender. With the threat from Pantelleria neutralized, the invasion of Sicily proceeded with great success.

Unfortunately, things were not going nearly as well in a campaign unfolding at the same time against Japanese forces in the far northern Pacific. After a tough fight in May 1943 to clear the Japanese out of remote, windswept Attu island, American forces faced the grim task of repeating the operation against a larger enemy force on the island of Kiska. This would shove the Japanese out of the Aleutian islands and pose a threat to the important Kurile Islands, which are located to the north of Japan. Beginning on June 1, 1943, radar equipped PV-1 Venturas began leading bombing raids against



PV-1 VENTURA

Kiska. The Japanese countered with a force of 70 anti-aircraft guns. The Aleutian weather, usually either windy or foggy,

dogged the American forces at nearly every turn. Nevertheless, 407 bombing sorties were flown against Kiska in June. As a result, the Japanese decided to evacuate the garrison in order to reinforce the Kurile Islands. The question was "How?" American forces controlled both sky and sea. PBV Catalinas patrolled out to a range of 500 miles looking for Japanese ships. Thus, a bold, almost desperate plan was conceived.



PBV CATALINA

A force of three cruisers and 11 destroyers would dash into Kiska under cover of fog, evacuate the garrison and then flee back to the Kuriles. However, an American fleet of three battleships, five cruisers and nine destroyers moved in and plastered Kiska with 424,000 pounds of shells on July 22nd. One destroyer also opened fired on a surfacing whale! The American battleships would certainly have annihilated the Japanese evacuation fleet, but they had to withdraw to refuel, thus opening the door to Kiska. Five Japanese ships were damaged in fog-related collisions, two so badly they had to withdraw. A spread of torpedoes was fired at an "American warship" that turned out to be part of Little Kiska Island! Despite these mishaps, the entire garrison of 5,183 men was successfully evacuated on July 28th.

Although photo reconnaissance strongly suggested that Kiska had been abandoned, the Japanese could also have been hiding in the mountains or in their underground base. The invasion of Kiska proceeded as scheduled. The island was shelled a total of 18 times in July and August and bombed by 359 planes before the August 15th invasion. This meant that American forces had spent 2 weeks bombing a deserted island. They also suffered 306 casualties during the landings, much of them from Japanese booby traps on land and mines in the harbor. While the Japanese could laugh at the fact that 35,000 troops had been deployed against a deserted island, they also realized that wars are not won by evacuations. Given their setbacks in the south Pacific and the loss of their Aleutian bases, only propaganda broadcaster "Tokyo Rose" could put a positive spin on the war in the Pacific. More spinning would be required as worse was to come for Japan in the months ahead.

EXECUTIVE OFFICER by Hal Larkin

This month we've lost 10 volunteers to the north for the summer. As they leave, we tell them their jobs are secure and will be here when they return.

We would like to thank the following VAC members for their support: Jay Wisler (Warbird Parts and Mmorabilia) for the 23 cockpit indicator/warning lights that we need for the Panther cockpit and George Houghten for arranging with American Marine to form the left/right windshield panels to the molds that we supplied. It is support from the VAC members that makes the restoration project interesting and enjoyable.

Work on the Panther continues, particularly the flight controls for the wings. Although this is a time-consuming effort, it is getting close to completion. The inboard left/right flaps and the speed brakes are painted sea-blue and are ready for installation. Rework of the retractable boarding step is as difficult to put back together as it was to take apart. Bomb rack rework is still on hold until George Doris returns from knee surgery. However, rework of the Buckeye bomb racks is almost complete.

We will now be concentrating on rework of the cockpit. Five of the 21 panels for the left/right consoles have been deciphered from photos and given to engraving. Doing the layout for the switches, lights and rheostats can be accomplished from photos; however, you need a very sharp photo to insure the correct wording on each panel. We should be painting the interior of the cockpit shortly. We still need a throttle quadrant, aileron, and rudder trim tab controls.

The ME-208 is moving right along. We have two photos of the location of the German Cross on the lower wings. However, they are different! We're trying to determine which is correct. The left/right aft cockpit windows have been installed and work continues on the interior of the cockpit.

RESTORATION FUND

Elwood and Madeline Zegal	\$ 50
Larry and Deborah Dietrich	\$200
Elsie Grasskurth	\$ 50
Dottie Zegal	\$ 25

Above donations are in memory of Ralph Zegal, a member of the restoration team.

MAINTENANCE by Bob James

C-47: My thanks to all those who have donated to the C-47 repair fund. Your generosity allows us to continue the funding of material and equipment required to continue the repair cycle. Work has begun on the original wing center section. Several sections that were damaged have been removed. To access these parts, it was necessary to remove the left main and auxiliary fuel tanks (each 200-gallon capacity) from both the *Tico Belle* and the donor C-47. They will be replaced by parts from the donor C-47. The next items to be removed will be the nacelles. This will involve several hundred nuts and bolts per nacelle (four total)--not to mention a large number of rivets on each nacelle. This will be slow-going as most of the fasteners have probably never been removed since the day our C-47 was manufactured (October 1942).

Gordon Briggs is continuing to make excellent progress on the aft fuselage. He predicts he will have this area completed in the fall of this year. At that point he will be able to work on the nacelles and firewalls.

It is that time of the year when our own snowbirds are packing up and heading north; it's goodbye to Doc Bixby, Don Riggle and Mike McDonough. We will miss them and look forward to late Fall when they will head south once again. Thanks for all your help, guys.

Things sure go a lot faster when several people are available to etch alodine and zinc chromate new skins while the sheet metal specialists continue making splices and other repairs. My thanks also to Mike McCann (Operationos Director) for his willingness to jump on any task that needs immediate attention. All the mechanics love to see one of the pilots get his hands dirty!

UTVA: Each time I check on the status it seems that more wires are exposed and Jim Towe is working to solve another problem that has jumped up. However, he has things well in hand and the control head installation looks great. The installation of the pilot and co-pilot intercom jacks is one of the remaining tasks. He is planning on retaining the original push-to-talk switches that are located on the throttles (one each on the left and right sides of the aircraft).

S-2F and TBM: Nothing new to report since the last *UN-Scramble*.

Fly and drive safely and, as our air boss (Ralph Royce) says, "Don't do nothing dumb!"

June 15



PERSONNEL by Alice Iacuzzo

It's been a busy month at the Museum. The Valiant Air Command hosted the "Ride for the Red" cycling tour. The cyclists stop at the Museum to rest and for refreshments. They start early in the morning and one of the first stops is the Museum; approximately 75 to 100 people arrived at the Museum. The tour is a fund-raiser for the Red Cross.

Thanks to George Damoff for arranging to have the "Marlin Mariners" reunion group stop at the Valiant Air Command Museum. Preparations were started about a year ago. Over 200 members arrived on four buses from the Raddison Hotel in Cape Canaveral. Ginger Felty volunteered to help George with the arrangements and also was at the Radisson covering the sale of Gift Shop and Mariners hats, etc. Crystal Heddin was her backup throughout the event. Thanks to all who helped with the tours: Sam Beddingfield, Frank Pound, Josh Eiling, Bob James, Pieter Lenie, Lloyd Morris, Guido Franchini, Chris Christensen, Don Riggles, Alice Iacuzzo, and Leo Kordick. The group was separated into smaller sections of 25 people each so we could give them some individual attention. It was very well-organized, and we all had a good time greeting these special people.

Work continues in the library. If you have any books you would like to donate, please bring them in. We have room left on the shelves.

We will once gain be looking for Tour Guides for the summer months to fill in for our snowbirds. Please call the office if you have four hours to spare during the week.

In the last *UN-Scramble*, I asked if you would like to adopt one of the aircraft in the Museum that is being repaired or restored. Perhaps you can do some advertising...newspapers, magazines, etc.; there is a lot of free advertising out there. Radio stations do public service announcements free. For those on the internet, this is ideal. You can post some pictures and perhaps ask for donations for the aircraft through the VAC. In special need at this time is our C-47. There are still a lot of WWII organizations out there that might help. The Board Members are extremely busy with the daily work of the Museum, but you can help from home.

At this time we are planning to have our September membership meeting on the Sterling cruise ship. It will be on a Saturday--during the day. I have not worked out the details but I thought it would be fun to do something different. I've made the trip and it was a nice way to spend the day. The ship goes out of Cape Canaveral. There is transportation to the ship from various locations around Brevard County. Look for the details in next month's *UN-Scramble*. Let me know if you are interested.

Remember--donations are always welcomed at the Museum. When some of the veterans "Go West", they leave behind their cherished keepsakes and sometimes we are called to take and keep them rather than have them end up in a trash bin. We often hear, "I wish I had kept that and donated it to the Museum rather than throwing it out." We appreciate all the donations that are received--remember, they are tax-deductible.

FINANCE by Pieter Lenie

Things are going along slowly but smoothly. We have some very good days, and then slow days. George Damoff's reunion helped the bottom line this month. The Airshow finances are finally finished and we can go back to a daily routine. There is a great deal of work keeping up with insurance, taxes, etc. Insurance this year is particularly overwhelming; there are many changes, and you already know by your own household insurance how much it has increased! We are fortunate to be able to keep up with the expenses of running the Museum. It is the help of all the members that is making this a particularly fine Museum.



NEW:

Mike & Kathleen Herring

Sharpes FL

Perry Wolf

Indialantic FL

RENEWALS:

Peter Appleton

Voquiltam VC

James Bond

Richmond Hill NY

Bill Camman

Deltona FL

Charles Clements

Miami FL

Robert Dawson

Orlando FL

Thomas Fryar

Odessa TX

Giaines Gibson

Dade City FL

Thomas & Mary Glowaczewski

Merritt Island FL

Ray and Pete Hall

Tylersburg PA

Kenneth Hissong

St. Petersburg FL

Ervin & Joanne Hites

Poughkeepsie NY

Bob & Nita Kison

Titusville FL

Peter Knox

Allentown PA

Lou & Jeannie Lafond

Deltona FL

Jimmy & Dirk Leeward

Ocala FL

Rodger & Jean Lyons

Titusville FL

Paul & Lucia Metcalf

Pittsfield NH

Terry Neighbours

Orange City FL

Lawrence New

Tulsa OK

Buddy & Jane Pilkenton

Swanton VT

Larry & Sherry Sietsma

Indialantic FL

Ron Thorstad

Titusville FL

Orlando Titus

Titusville FL

Walter Landis

Orange City FL

Jean Montgomery

Titusville FL

AVIATING WITH EVANS - CONTINUED FROM PAGE 8

vehicles and troops at each end of the turn and create a road blockage of burning trucks. This would block passage for all the vehicles behind the strike area and give us a large number of stationary targets. What I saw as I popped up over the small hill was a mixture of trucks, tanks, and cars with literally hundreds of troops clogging the road between snowdrifts on each side. I immediately fired two rockets with good results, hitting a tanker truck which erupted into a fireball. My Nos. 2, 3, and 4 followed suit, hitting trucks, jeeps and troops. We struck before they knew we were there, and then we disappeared off to the west behind another hill.

I could see a lot of tanks and, after flying several miles away from the road, I turned back to the southeast and attacked the Chinese force on a slight angle. This time I instructed each flight member to drop one napalm tank each on the Chinese tanks. My target was the southernmost one that we approached and, much to my dismay, nothing happened! Only one of the four napalm tanks that were dropped exploded destroying that tank. Looking back I could see that the tank I had napalmed was covered with a glistening liquid and immediately I knew my grenades had not exploded (nor had they on three of the four tanks we had dropped on). I made a quick call to the flight instructing them to return to their targets and fire a burst of 50-caliber rounds at them (that is a No-No so far as fighter pilots are concerned because the enemy is waiting for you when you come back for a second attack on the same target). However, it worked! As my short burst of API and tracer rounds hit the jelly-covered tank, they created an immediate bar-b-que tank.

My next attack was made with the foreknowledge that I would have to make a second pass on the same target if the napalm tank grenades did not explode. They didn't, and all of the flight had to make second passes on each of the tanks to set the napalm jelly on fire.

We were not lighter and faster and proceeded back almost to the Yalu and worked our way criss-crossing the road where our first "road-blocking strike" stopped the Chinese. It was a devastating attack and, as we used the last of our ammo, I added power to start my climb to the south toward K-2 some 350 miles away. When my engine was almost to its full power, it suddenly seemed to flameout! The power dropped dramatically and the aircraft felt to me as though it had stopped in midair!!! Within a heart-stopping second or two, I felt the engine surge back toward full power and then lose power again, then accelerate and fall again. The F-80 acted as though it was running out of fuel.

I was poorly placed as some of the Chinese I had attacked were still ahead of me, and crashing or ejecting would put me in the midst of some very unhappy Chinamen. Without hesitating, I pushed the engine anti-icing switch and the engine regained full power. I held it for a second or two, then released it feeling comfortable that I had solved my problem. But, 2 or 3 seconds after releasing the switch, the power again dropped off. I held the switch on again and after several long, long seconds, the power surged back to normal. Once again I had

cheated the Grim Reaper only to have the problem return as soon as I released the switch. I knew there was only a small de-icing fluid tank, but I was climbing and heading south all of the time. I decided that I would hold the switch down until all of the de-icing fluid was gone and, hopefully, I might be beyond the lead Chinese convoy if I had to crash land or eject.

My heart stopped when I saw the "Tank Empty" warning light come on but this time the engine only had a momentary drop in RPM and then returned to 100 percent power. Needless to say, I was aware of every change in sound of that engine all the way home, but I was not nearly as concerned once I was sure I was over friendly territory.

One thing I learned about the Chinese on this mission was that they were every bit as heartless as the North Korean soldiers in the way they tried to hide their tanks. They would drive them through the side wall of people's houses and then hang white canvas sheets to cover the hole. This was supposed to fool the fighter pilots from discovering them. The problem this day was that their tracks in the new-fallen snow revealed their hiding place as though they had sent out invitations. Almost reluctantly, we napalmed and bombed the houses which, of course, were North Korean. It also taught me that when flying in sub-zero temperatures at low altitude to make certain that the "engine anti-icing tank" was completely full!



This month the final plea for someone to take over the composition and publishing of the *UN-Scramble* goes out. We really intended and wanted to complete our "tour of duty"--the one year to which we committed. However, the best laid plans of mice and men.....you know the saying.

Nita has begun chemotherapy, and the effects of the treatment make her unable to sit at the computer for the length of time it takes to compose the newsletter. This month was a test to see if she could continue, and the consensus is, "No." However, she feels like she is able, and is still willing, to act in an advisory capacity for as long as anyone wants her help. The computer programs she is using would be available to whoever would volunteer for the job.

We've received positive feedback about the newsletter and hope we have made progress. We would be sorry to see the momentum dissipate, but without help it won't go forward.

Please contact Bud Evans if you are interested. We promise you some frustrations, but along with those go a good sense of achievement and stimulating challenges!!!

We wish the organization well and we'll do what we can to help it succeed.



Space Coast Regional Airport
 6600 Tico Road
 Titusville, FL 32780-8009
 Phone: 321-268-1941
 FAX: 321-269-5969
 Email: vacinformation@aol.com



AIR
 FORCE
 PLANE
 FORMATION

WE'RE ON THE WEB
WWW.VACWARBIRDS.ORG

NON-PROFIT
 ORGANIZATION
 U.S. POSTAGE
 PAID
 PERMIT No. 129
 TITUSVILLE, FL
 32780-8009

**Address Service
 Requested**

AVIATING WITH EVANS by Bud Evans

NAPALM AND ANTI-ICING

In mid-November of 1950, the Chinese were pouring across the Yalu River in full force attacking the Allied forces and pushing them back from the positions they had established below the River (which is the Chinese border with North Korea). Three days of bad weather had prevented air strikes from supporting our troops. We knew the situation was deteriorating for our ground forces, and we just sat around waiting for a break in the snow!

It came on the fourth day, and I had an early morning mission that put me just south of the Yalu shortly after the bright sun climbed into a clear, azure blue sky with visibility that was unlimited. I led my flight of four F-80's, each carrying two napalm tanks, four 5-inch rockets, and six 50-caliber machine guns, on a slow descent from 60 miles out. With the bright white snow cover the ground, the Chinese troops and vehicles stood out against that bland background. The exhaust plumes from the tanks and vehicles revealed the locations of the main mechanized portion of each column on the two main highways in the northern part of North Korea. One came out of Sinuigu and angled inland and the other came down the center of the peninsula.

I lined up so that our flight path took us halfway between the two highways and observed a rare sight. Both roads were packed with troops, trucks, cars, and tanks. All of them were heading south and

they must have felt pretty cocky as they had no air opposition during the previous 3 days. To me it looked like the first days of the war when there were more targets than we could destroy. The big differences were that the terrain was flat, offering them no place to hide and we now had a lot more combat savvy with the proper way to use our jet fighters in the ground attack role.

It continued almost to the Yalu as I made the decision as to which column I would concentrate my attack. There were a few small hills that required the westernmost road to make an "S" turn. This meant that we could come in low and fast from behind one hill and hit the

continued page 7



NAPALM CARRIER...One hundred and fifty gallons of flaming death, seventy-five gallons of napalm in each of the dark colored wing tanks, speeds on its way toward enemy lines in Korea through courtesy of an F-80 jet fighter of the U.S. Far East Air Forces. National Archives Photo