



# UN-SCRAMBLE

WEBSITE: <http://www.vacwarbirds.org/>

April 2005



## VAC MUSEUM

Open 7 days a week, 10:00 AM—4:00 PM except Thanksgiving, Christmas and New Years Day.

### Admission

Adults \$9.00

Seniors/Military \$8.00

Children 4-12 years \$5.00

Special Tour Rates available

Gift Shop open

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A 501©(3) Non-Profit Organization  
Space Coast Regional Airport  
6600 Tico Road  
Titusville, Florida 32780-8009  
Phone: 321-268-1941  
FAX: 321-269-5969  
Email: [vacinformation@AOL.com](mailto:vacinformation@AOL.com)

## TICO AIRSHOW 2005

*Dedicated to  
the restoration  
of military  
aircraft.*



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**EXECUTIVE STAFF**

COMMANDER	Lloyd Morris 386-423-9304
EXECUTIVE OFFICER	Harold Larkin 321-453-4072
OPERATIONS OFFICER <i>kenterry@cfl.rr.com</i>	Ken Terry 386-322-5378
MAINTENANCE OFFICER <i>stinsonj@brevard.net</i>	Bob James 321-453-6995
FINANCE OFFICER	Piter Lenie 321-727-3944
PERSONNEL OFFICER	Alice Iacuzzo 321-799-4040
TRANS/FACILITY OFFICER	Bob Stewart 321-636-4251
PROCUREMENT OFFICER <i>aircrafttrhf@AOL.cxom</i>	Bob Frazier 561-848-4549
PUBLIC RELATIONS OFFICER <i>NABUEVANS@cfl.rr.com</i>	Bud Evans 321-984-3343
UN-SCRAMBLE EDITOR <i>VAC6600@AOL.com</i>	Bob Cline 386-767-6782

**BOARD OF DIRECTORS MEETINGS**

Day: Second Tuesday of each month..  
Time: 12:00 Noon  
Place: VAC Board Room

**GENERAL MEMBERSHIP MEETING****SATURDAY, APRIL 23, 2005**

Titusville's own, **Bill McClure**, a D-Day paratrooper from the elite 508<sup>th</sup> Parachute Infantry Regiment (Red Devils) who jumped on the first day of the Normandy Invasion will share some of his experiences with us.

Our own C47 (TICO BELLE) was in the same area at that time.

Valiant Air Command's **Mike McDonough** will be the Co-presenter with a video and narration of his recent trip to Normandy.

"Then and Now" --- Please join us:

5:30 Tour the Museum & Cocktails

6:30 Dinner

7:00 Program

Valiant Air Command members and guests: \$13.00

Open to the public, limited seating-sign up at the PX.

**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.



## Ken Terry, Operations Officer

2676 Slow Flight Drive  
Daytona Beach, FL 32128-6840  
(386) 322 5378  
*kenterry@cfl.rr.com*

The Air Show this year appears to have been a big improvement over last year. The parking lot was filled to overflowing. There were looong lines for food and drinks. The sky was blue, the temperature mild, and the winds light, so it was a perfect weekend for an Air Show. That along with the hard work put in by Bud Evans, Augie Holmquist, and a bunch of volunteer pilots (we actually ran out of airplanes and pilots), made the media day a success and contributed to the size of the crowd. To all you pilots who helped out – a big thank you, the feedback from the media personnel was great – you guys did a good job of selling the VAC and the Air Show. Along those lines, please get your fuel slips in to me as quick as you can. I am still short about 15-16. We need them all before we can determine the final cost and cut checks. If you plan to donate your time and services back to the VAC, please send in a fuel slip anyway and just make note of that on it. Even a note on a piece of scratch paper, but please don't rely on my memory, my address is at the end of this report.

Send me a short paragraph, photograph, or ?, on you and/or your aircraft, also. My plan is to attempt to at least get a complete list of all pilots and aircraft that attended and flew in 2005 in the "Scramble" for the Air Show next year. And try to include some pictures and articles.

Bob James and I discussed the possibility of VAC working with the Air Force Association with their Wright Flight Program through the local middle school. If anyone out there is interested in this endeavor, drop us a note.

We have also been very busy with Formation Flying. We have held several sessions since our slow start at the beginning of the year. Even got a new member, Doug Matthews, who rented a T-6 just to come down for several days. Wow, now that is dedication. We have been talking to a couple other groups about joint clinics. Keep those notes coming in as to your thoughts and desires and we will try to accommodate as many different view points as possible.

Lots of plans for next years Air Show. We could sure use your ideas and presence to make sure we get it right, so send in those cards and letters, please.

## Bob James, Maintenance Officer

321-453-6995  
*stinsonj@brevard.net*

### MAINTENANCE REPORT (APRIL 2, 2005)

The Tico air show for 2005 (March 11<sup>th</sup>, 12<sup>th</sup> & 13<sup>th</sup>) was successful due to our good fortune with the great weather and the many hard working individuals that made things happen! One of the most important items is having a good sound system and this year it was a challenge as we introduced a new system. With the astute planning, purchasing and build up of the new equipment (we went from 8 speakers to 24) by Darrell Fisher and Ray Adams that resulted in a system that received many compliments for its excellent coverage and clarity. WELL DONE GUYS!!!

We are losing Ray as he is retiring from Rockwell-Collins and moving back to his home stomping grounds in Arizona. We're sure sorry to lose him as he has been a main stay for the VAC supporting us with his expertise in all things electronic over many years. Darrell needs a replacement for Ray so if there are any

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volunteers out there with a yen to help out with the sound system please contact me and I'll relay the info to Darrell.

#### Aircraft Status:

C47-The C47 crew raised almost \$2,000 dollars during the Tico 2005 air show through donations and the sale of souvenirs. They worked long and hard prior to and after the show as they were largely responsible for moving a dozen air craft from the museum to the static display line and back again. This was done through some inclement weather, equipment malfunctions and other challenges that always seem to arise during our major activities. My hat's off to you all for your dedication and consistent efforts to make the VAC work.

Our work efforts on the C47 are concentrated currently in restringing the flight control cabling, engine control cabling and doing a fuselage interior inspection. The right engine has received a preservation treatment and we hope to begin installation later this summer. Prior to that time we'll be looking for some new wheels and brakes. At the present time we have almost enough money to overhaul the left engine and hope to have that accomplished by the end of summer also.

At this time I'd like to thank again one of our major benefactors, Paul Gaither, owner of Aviation Propellers, Inc. of Opa Locka, Florida (305-688-6030). He has donated two freshly overhauled props for the C47 and will also overhaul both of the prop governors in the next month or so. His shop has supported us for many years with high quality work and reasonable prices so if you have occasion to need a prop(s) overhauled please call him. He handles them all from the biggest to the smallest. He also operates three DC3's that are near and dear to his heart. Many thanks, Paul, for your outstanding support!!

There is light at the end of the tunnel! We hope to have the "Tico Belle" back together for the 2006 air show and capable of taxing under her own power. If things went extremely well she could be flying by then. I can hardly wait to hear that first engine start! I have surely missed hearing those old Pratt's coming to life with the characteristic sound that only a large round engine can make.

TBM-The dzus fasteners in the TBM cowling have been replaced and they look great on the aircraft. The right hand bomb bay doors are in the process of being primed after receiving a through cleaning. Much sheet metal work is still necessary prior to hanging the doors for the final time. Then the hard work of installing new piano hinges will begin. Another major work effort will be to install the hydraulic tubing and valves that will provide the motivational force to operate the bomb bay doors. This system was removed when the TBM was modified to work as a fire bomber after its release from the Navy in 1956.

S2F-work on the S2F has been overshadowed by the air show activity and the loss of our main worker (Joe Hinger) due to an operation on his right hand. We hope that he will be back as soon as he recovers and finishes up his therapy.

The maintenance crew works every Tuesday, Thursday and Saturday so if you're mechanically inclined and want to work on old aircraft come on out and join us.

### **Serge English, Flight Maintenance Crew**

I would like to thank Lloyd for coming back and helping put airshow '05 together. It is still hard to beat him to the field in the morning.

Thanks to our crew: Frank Fleck, Tom Phillips, Paul Blau, Ben Dubois, Dennis Pearson, and John Croninger for all their time working on the flight line during the air show. We have had another successful

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show with no injuries and another year (19) without scratching, dinging or denting a single aircraft of any kind.

I would also like to thank Lester and Tom for all the help they give us. We also need to say a special thanks to Marvin and Paul Vasconi for their help, also to the people who now have the FBO who lent us the towbar that we desperately needed Friday afternoon.

Thanks to all...

## **Mike McDonough, C-47 Crew**

In September, I had the good fortune to make a trip to France. Disregarding the details leading to this event, suffice to say that it was the once in a lifetime chance to almost relive, at least in my own mind, and in those exact places, the historic event that we here in the VAC have based our tours on, our talks, our pride, and sometimes, our almost jealous feelings about not taking actual part in the event, first-hand.

The beaches of Normandy are familiar to us all. Utah, Omaha and Gold, the three in a row. Only names though. June 6, 1944. The day before was the 5th. Next day was the 7th. That is the extent of our experiences. It was my intent to deepen my knowledge of the event, but more to breathe the air, walk the beach, take in the panorama of the channel, and attempt to mentally go back to that morning sixty-some years ago, and try to imagine the assault, and the resistance to it.

I do thank George Stevens, Tom Hanks and Stephen Ambrose for their previews of what was to come. But only being there in person could satisfy the desire for the experience.

We arrived in Bayeux on Thursday. Our first stop was at the town of Arromanches, in the middle of Gold Beach. Juno and Sword would have to be bypassed. Still in the water there offshore are the cement piers, called "mulberries", which were towed over on June 7, sunk a half mile or so out, and provided the anchorage for the shipping for the next two months until the harbor of Cherbourg was taken.

A couple dozen of them still sit there, and with the aid of post-card photos of the invasion, you can, in your minds eye, add the piers, the pontoons, the bridge spans, the tanks, trucks, jeeps and tons of supplies which required all of the town of Arromanches, save six buildings, to be leveled, in order to provision the British and the Canadian armies on the way to Caen. And even after that, the people of the town still welcome the British. I talked to two old British soldiers, both dispatch riders for "General 'Obart" as they called him; they relived their day for me as they arrived at Arromanches at four o'clock in the afternoon on D-Day.

Driving the coast road, a mile or three back from the shore-line, I would imagine the German 7th Army, under Rommel. In a state of confusion on D-Day, trying to get their equipment to an effective position, sending the few tanks they had in the area, rushing mostly teen-age soldiers to the beaches. Their trying to fashion an effective defense in the face of a leader who was asleep; making plans to hold their position had to be an almost maddening day. The invasion was to be at Pas de Calais, not here. Not Normandy.

We stopped at Colleville-sur-Mer, the first sandy beach that was accessible to us. From the sand shore, up a gradual grass slope, dotted with remnants of machine-gun bunkers, further up, mortar sites still in place, further up at about a quarter-mile, the heavy stuff, their concrete mounts, now mostly monuments to the divisions, battalions, and companies involved, where the assault which began at 06:30, was fired upon. Omaha beach at this point spread miles in both east and west direction. The assault here lost over 2,000 KIA and WIA, ten times the eventual loss at Utah.

I stood there on the slope, trying to imagine the rattle of machine guns, the pings of the rifle bullets, the

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booms of the mortars, and the crump of shells landing here, the yells of both help and anger, and probably panic. But it was difficult to imagine that, what with the splash of the surf and the laughing voices of the local kids swimming there.

Up from the beach, on the flat-land, is the American Cemetery. Over nine-thousand GI's here, from Brig. Gen. Teddy Roosevelt to a Navy Gunners Mate, who likely piloted an LCVP, and didn't get back to his ship. It is maintained by the local French, and with great tenderness. I tried to thank a local attendant, but the words caught, and wouldn't come out. I squeezed his hand and walked away.

From there to Grand Champ-Maisy, the near town to Pointe du Hoc. This point is the one-hundred-foot cliff that the Rangers had to take. The Germans termed it "unassaultable". Mostly big guns, the Pointe was the installation able to reach both the Omaha and Utah beach areas. The Germans knew that they could reach fifteen miles in all directions. And were a bit complacent. Until the sixth. It took a day, but at 7:10 in the evening, it was taken with 135 Rangers lost.

Ten or so miles south of Pointe du Hoc is the town of La Cambe. It is the site of the German cemetery. Over twenty-one thousand of their military are buried here. And also immaculately tended by the French, from Grand Champ-Maisy. Their respect for both of the warring forces is something to marvel at. During our visit there, reading the grave-stones, one is quickly aware of the ages of the 'soldats'. A preponderance of eighteen to twenty-year-olds. The place is full of kids.

Around the Vire estuary to Ste. Marie Dumont, and the south end of Utah Beach. At La Madelene, there's a museum to the Assault, but access to the beach proper was about a mile north. Utah Beach was a relative walk-over compared to Omaha. Total losses were 197 killed and wounded. Both the 82nd and the 101st were dropped to Utah's west; the 82nd to strike north to Cherbourg, and the 101st to strike east to back up the Utah landing. The best laid plans, etc. Both drops were too far east. The 82nd landed directly on Ste. Mere Eglise, the 101st so far east as to drop some troopers in the channel, overshooting Utah beach. Seven hundred feet was to be the lowest drop altitude. Some went out at three-hundred, fatally.

Today, in Ste. Mere Eglise, flags of the allies are everywhere, some 48-star. Trooper John Steele is still hanging from the church bell-tower. Streets are named for troopers. Plaques and memorials are everywhere. Their museum stars the C-47. The C-47 in their museum originally carried the serial number 4-2100825, only 234 after our 4-2100591. That fact, for me anyway, made their museum and town much more personal.

Naturally, the days were more full than I've related. I wanted to roam the sands, explore the bunkers, sit on the grass, wade in the water, and try to assimilate the feel of the land. And I did. Driving the roads around the Normandy sites, names are not just names anymore. I have talked to both French and British, Belgian and German, American and Canadian. Distributed our C-47 picture to various folks, and tried to become a real part of the event. I have been to many foreign places, but none so satisfying as this. In all the coastal towns, and Normandy in general, we were received graciously and appreciatively. They do remember.

## AIRSHOWS AND EVENTS

FORT LAUDERDALE, FLORIDA: Air and Sea Show on 4/30-5/1, at Fort Lauderdale Executive (KFXE), Thunderbirds. (<http://www.vidaliaonionfestival.com/>)

MIAMI, FLORIDA: 22nd Great Sunrise Balloon Race at Kendall/Tamiami Airport (KTMB) on April 23, 6 AM - 7 PM. (<http://www.sunriseballoonrace.org/>)

VIDALIA, GEORGIA: Vidalia Onion Festival Air Show on 4/23-24 at Vidalia Regional Airport (KVDI). Blue Angels, Aeroshell Aerobatic Team, Debbie Gary, Black Daggers. (<http://www.vidaliaonionfestival.com/>)

## Alice Iacuzzo, Personnel Officer

321-799-4040

*Vacinformation@AOL.com*

### NEW COLONELS

David & Joan	Adamson	Bob & Michelle	Fisher	Joseph & Sandra	Pendergrass
Jessica	Allgood	Ian	Frazer	James & Ria	Perdue
Phillip	Andrews	Joe	Griffin	Jason & Amy	Pesante
Harland	Avezzi	Michael	Harper	Stan & Susan	Pfeiter
Bob	Barrows	David & Susan	Hughes	Steiman	Salibi
Philip & Marilyn	Bettencourt	Jim	Kelly	Joe & Joe	Sadeski
Elizabeth	Bridgens	E.J.	Kendall	Coleen & (Morris)	Sadeski
Joe	Carnelly	Tirans	Kramer	Charles & Carolyn	Sario
Robert & Vera	Christianson	Alexander	McDougall	Stevi	Shermi
Robert & Carol	Cline	Stephen & Carrie	Mattey	John	Stott
Sally & Jeff	Cornuet	Douglas	Mathews	Thomas	Talley
Joe & Judy	Cross	Max	Mathews	Craig & Jenny	Thomas
Rick & Barbara	Dingess	Graham	Meise	Bobbi	Trainor
Thomas	Fausel	Robert & Loarame	Monrbacher	Guy & Sheryl	Williams
Morris & Trudy	Felt	Brad & (Joy)	Neat	Fred	Wilms

### RENEWING COLONELS

Scott	Ackerman	Robert	Cooper	Edward & Pat	Giannone
Ray & Dorothy	Adams	Jerry	Cravey	Chriss	Gifford
David & Julia	Ballard	Al	Crews	Walt & Lynne	Harris
Herm & Cindy	Bayerdorffer	Vaughn & Gayel	Crile	Bomber & Howard	Herb
Sam	Beddingfield	Elliott	Cross	Felix & Linda	Hernandez
Mark & Connie	Bernhardt	Alice	Crost	Louis	Hilton
Don & Sherry	Bishop	Bob & Betsy	Cushman	Jack & Janie	Hofbauer
Robert & Louise	Bixby	Raymond & Carol	Dauer	Doug & Darcy	Hogue
John & Julie	Black	Robert & Robert	Davis	Kevin	House
James	Bond	Rich & Irina	Davis	Ray	Huff
Frank	Boyce	James	Decker	Ken & Teresa	Hunt
George	Brashear	Joseph & Janet	Demma	Jeff	James
Jim & Barbara	Brown	Linc	Dexter	Fred A	Johnson
Jim	Buckley	Pearce	Dorrell	Joe (JJ)	Johnson
Dennis	Callahan	Edward & Mary	Dorrell	Alexander & Savi	Kasevich
Thomas	Camman	Richard & Nancy	Ellison	Peter	Klug
Donald & Shirley	Caverly	Jeff	Fazan	Dave & Laurie	Knepper
Scott	Chamberlain	Darrell & Dorothy	Fisher	Dick	Knipping
John & Denise	Chroninger	Mitch & Kathy	Floyd	Peter	Krauser
Gary & (Nancy)	Clark	Robert & Diane	Frazier	Dennis	Labbe
Charles	Clements	C.J.	Fromeyer	Lee	Lauderback

Sam & Linda	Lauff	David	Nunez	Larry (Kim)	Shaw
Lonnie & (Roger)	Leazer	Bob	Pacetelli	Paul	Shelton
Cecil & Jeannine	Lee	John & Lauren	Pappas	Richard & Ann	Sherman
Wallace & Esther	Littell	Randy	Patterson	David & Vickie	Shumate
Bill	Lumley	Howard	Peckham	James (Nancy)	Stanger
Bob & Camilie	McCullough	James & Jean	Perey	Norman & Glenn	Taylor
Mary & Melissa	McDonald	Thomas	Phillips	James & Katleen	Tulley
Paul & Luela	Metcalf	Pat & Barbara	Phillips	Rene	VanDevoorde
Jim	Mitten	Gary & Carol	Powers	Bill & Terri	Vrastill
Kenneth & (Betsy)	Morgan	Allan	Proksel	Bob	Wavra
Robert	Murphy	Art	Pylar	Cosmo	Wilson
Kent	Nelson	Al & Kat	Rico	Steven & Shirley	Zatroch
Joyce & Jack	Nichols	John	Ringland		
Sam & Bonnie	Norris	Michael & Carol	Saporito		

**NTSB CONFIRMS AIR SAFETY FOUNDATION STATS: 2004 SAFEST YEAR**

The NTSB has made official that 2004 was general aviation's safest year yet. The NTSB reported Tuesday that GA accidents decreased from 1,741 in 2003 to 1,614 in 2004. There were 312 fatal accidents, down from 352. The accident rate decreased from 6.77 per 100,000 flight hours in 2003 to 6.22 in 2004. The fatal accident rate decreased from 1.37 to 1.20. According to the AOPA Air Safety Foundation's database and analysis, that's the lowest number of accidents and the lowest accident rate since 1938.

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**Valiant Air Command  
6600 Tico Road  
Titusville, Florida 32780-8009**

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