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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.

BOARD OF DIRECTORS MEETINGS

Day: Second Tuesday of each month..

Time: 12:00 Noon

Place: VAC Board Room

UN-SCRAMBLE NEWSLETTERS

A copy of the Un-Scramble newsletter will be uploaded to the VAC WEB site each month and will be available to you before you receive your mailing. (<http://www.vacwarbirds.org/>)

For the time being the newsletter will generally be restricted to eight pages (this one is 12) to save on newsletter expenses. I receive a lot of good articles for the newsletter but frequently the space is limited. If you don't see your article in the newsletter please accept my apologies. It's not that I don't want to print your article (I'd print all of them if I had the space) it's just that officer reports and the such have priority.

Editor

FLASH! FLASH! FLASH!

The VAC will be conducting a F.A.S.T. Clinic sometime between June 10 and June 20. We just got a commitment from a Check Pilot to be available during that period. Information will be available as soon as firm plans are made. Tentatively it will run Wednesday 8:00 AM for ground school, through Sunday noon.

All Leads, Instructors, Wingman, Newbies, or interested bystanders mark your calendars and drop Ken Terry a note or email if you are interested.

Size will be limited, so get in your info quickly! It is very doubtful any individual check ride, from beginning to end, will be possible unless a lot of preplanning is completed.



Harold Larkin, Executive Officer

321-453-4072

The F9F-5 panther Bu No 125295 is in the final stage of restoration. Due to a collapsed right main landing gear strut, we decided to replace the 'O' rings in the left and right oleo struts, which required jacking the aircraft, removing the landing gear outer doors, wheels and the lower half of the struts. Then we replaced the 'O' rings and installed the lower half of the struts, serviced the struts and installed the lower half of the landing gear outer doors and the wheels. Then we will remove the aircraft from the jacks. Thanks to VAC member Don Guislien, who supplied the proper 'O' rings as a donation. Aside from the landing gear rework, all we have left to do is some cosmetic clean-up and we will be able to move the Panther to the display hanger. We displayed the Panther at the VAC 2005 Warbird Airshow and had a difficult time convincing some of our regular visitors that this is the same Panther that we displayed last year. In the past year, it has been painted sea blue and all decals and the stars and bars have been applied. When we showed them our rework photo album, they were convinced. The Panther restoration to date has required 10,436 volunteer man-hours and \$22,730.18. As you know, the VAC does not supply any financial support to the restoration function.

The Me-208 has become active, as the crew working on it have finally finished the restorations of their homes as a result of the hurricanes. We have had two vendors try to form the top piece of the windshield plexi glass and they both conceded they couldn't form it as it is a compound curve. We located a vendor in Fort Lauderdale who can form the plexi glass the with a vacuum. The cost for one piece of formed plexi glass is \$600.00. We should have formed plexi glass the first week of May, 2005. After installing the formed plexi glass, we will paint the fuselage desert tan, in keeping with the German desert paint scheme. We are having a minor problem with the left landing gear oleo strut. The strut air valve is leaking, however it is a metric thread. If we can't find an air valve with a metric thread, we will have to modify one.

The Northrop Grumman F-SE Bu No 741519 had a mishap with a fork truck which required replacing the pitot tube. We are currently designing a fixture that will allow us to mate the fuselage to the center section-wings. We tried to borrow the fixture that Northrop Grumman at St. Augustine has, but they refused to lend it to the VAC. After mating, we will extend the landing gear, install the breaks and wheels and finally set the F-SE on its landing gear. As we remove panels and find nothing in the cavity we replace the panel. The problem, we did not receive all the screws for the panels, so we have to prime the replacement screws and paint them white. We had our paint vendor match the white paint as it is faded from the California desert sun.

The TA-4J Bu No 152867 has had the forward fuselage mated with the center section-wings and it has been moved into the restoration hanger. We started sanding the forward fuselage and wings in prep for prime. As we remove parts, they are placed in the repair cycle. After repair, they are tagged and stored for later installation. As the hydraulic system is a shambles, we can't open the canopy until we by-pass the hydraulic system. We just have to figure out which lines to cut and splice. The fuselage of the TA-4J is in much better shape than the Panther was. This should be a next restoration project.

The Pratt & Whitney R2800 engine that came out of a Grumman F6P Hellcat has had all parts and equipment removed, except the 19 cylinders. Next is pressure clean and sand blast, than paint the engine and start reassembly. Somehow in restoration, there is always one item or event that will cheer you up. We just received a gun sight for the Wildcat that was located on E-Bay. Where did it come from? England. We started looking for one back in the mid-nineties.

Ken Terry, Operations Officer

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Last time I was very enthusiastic about the possibility of the Air Show being a big success this year. Afraid I am going to have to retract some of that. I still do not have all the fuel slips yet! Remember the longer you wait to send them in, the longer the rest of the guys have to wait for their money. Keep in mind the "old saw" about how copper wire was invented. (Two pilots pulling on opposite sides of a penny. Just kidding, now.) Seriously, however, get them in if want to get paid!

Back to the Air Show, while we did have a much bigger crowd, expenses have gone through the roof! When I stop to think about it, so have my own personal expenses at home. Just that simple, prices are on the rise. Even though Av Gas was a little higher at Air Show time than the same period last year - it has almost doubled since then. (Think – next year.) When I look at prices in Wal-Mart, et al, I see the same thing happening. It is simply more expensive to do anything.

The main thing is the cost of our support services, police, fire, airport, etc. In the beginning these same folks actually contributed, financially, in addition to loads of support in many other ways to make the TICO WARBIRD AIRSHOW a success. Now they seem to have taken a different approach to their feelings about our contributions to the area, to the point of making it difficult to accomplish the simple, but most of all by charging us more and more each year to host the Air Show.

Your Commander was faced with a very tough decision this year, cancellation of the Pyro, one of the most spectacular of the Air Show Events. The Board (and I) supported his decision, unanimously, and still do. It was literally the only thing left to do in order to conduct the show with any hope of being in the black this year. Now it appears even with that savings in dollars we are still walking a fine line between black and red ink.

The purpose of this diatribe: I spoke with and requested several long time VAC pilots at the show about this and asked them to give us their opinions of how we can do better, read that cheaper. I am now asking that same thing of all the members. We have got to find a way to make the Air Show profitable, again, period. Send in your ideas, please. There is simply too much time, work, and money involved on the part of too many volunteers to continue this effort and have all the benefits go to other entities.

This was designed as an event to: 1. Benefit the American Public. 2. Display the Heritage of American Military History. 3. Contribute to the continued success of the Valiant Air Command. 4. Attract tourists to visit the local area. It has changed over the years and is no longer item #3. I am asking for your ideas as to how we get back on the course set by those who founded the VAC.

I would like to thank all those pilots who donated their costs to the VAC, those who simply did not ask for re-imburement, but most especially, those who signed over their checks to a particular VAC project, TICO BELL will fly again!

Thank you Ladies and Gentleman!

AIRSHOWS AND EVENTS

Fort Pierce Second Annual Wings 'N Wheels Air, Military & Vehicle Show, Armed Forces Weekend, May 21-22, 2005. St. Lucie County International Airport, Fort Pierce, Florida.

(<http://www.slcwingsandwheels.com/>)

Alice Iacuzzo, Personnel Officer

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NEW COLONELS

Michael Catalano
Cal & Bonnie Templeton

Palm Bay FL
Titusville Fl

RENEWING COLONELS

Paul Visconi

Once again I would like to thank the members of the Banana River Squadron (Association of Naval Aviation) for their help in supplying the volunteers for the (2) Beer tents during the airshow. Thanks to Ray Chamberlain for organizing the group. . It takes 24 volunteers for the three days of show.. Sam Lorino Jr. managed one tent and Gary Clark, Nancy Hampton, & Dorothy Fisher took care of the other. Thanks to Barbara Coelho for her selling techniques. The ANA has taken on volunteering as a yearly project.

Special thanks to the Budweiser Company they do a super job on the field. I've been working with them for over ten years.

Our Snowbirds will be leaving soon. We have quite a few that spend six months as dedicated volunteers and we miss them. We look forward when they come back for the winter. We can use some help during the summer months especially tour guides. Please contact Augie Holmquist 321 268 1941 as he will take over from Dick Miller as Tour Guide Chairman. Augie is at the museum Friday Saturday Sunday & Monday. Kudos to Augie for all the help he gave me before and during the airshow.

Airshow Chairman & Chairwomen

Please get your volunteer lists in. We, as a Board of Directors .would like to send them a thank you letter and an invitation to visit the museum free with a guest. I do need addresses for non members. I have the members addresses. So far I have received Ed Rodig and Serge English list.

Hurricane Damage (Yes we still have some)

We are still working on the building and if it wasn't for Bob Stewart and Pieter Lenie we wouldn't have been ready for the airshow. They literally worked day and night getting the job done. Pieter took care of all the papers that was necessary for the Insurance Bob & Pieter worked together dealing the damage. There is still more to do, but it is difficult to get workers that have time now. I think we owe these two board members a hearty thank you and a job well done.

Wendy and Dick Miller

We will soon say farewell to Wendy and Dick Miller. They have run the Finance Office during the Airshow and did a super job. We thank them for their help. Dick was the Tour Guide Chairman and we appreciate all he did

Valiant Air Command Gift Shop (PX)

Crystal and Ginger says "You all come" They have some new and exciting items in the PX. They now have more female items. Great Leather jackets too. Lots of new things for you to see.

Open House At the Valiant Air Command Museum

(May 28th, 29th ad 30th (Saturday Sunday Monday)

Valiant Air Command thanks all the men and women that have served our country. In honor of them, we will hold an open house at the museum during the Memorial Day weekend.

C47 Donation

John Manning \$500.00

Bob Frazier, Procurement Officer

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Due to schedules, holidays and airshow planning the fund status has not been published since early October. Donations for the Oct. to 31 March 2005 time period equal \$31,085 and a total since the start of the fund \$ 120,750 including the VAC \$ 10,000 transfer for the first engine. The great outpouring of Dec. and Jan. donations from members made this possible while Air Show and Museum attendees made significant donations.

A big THANKS is due to those members and all others that have a loyalty to C-47's.

PROCUREMENT REPORT

31 March 2005

According to friends and attendees the Air Show was very good and the talk by Gen. Tibbetts was outstanding. Which requires a THANKS to all that labored for the show.

The Auction went off very well with good item quality and a VAC profit margin that was 30% higher than last year. From the runners (Adrian, Walt, Jack, Serge) to the record keepers (Crystal, Ginger, Marty, and Kent) to the very capable Auctioneer Kevin Quinlan I owe them a big JOB WELL DONE. With support from Don, Melissa and Staples I was covered in the prep effort. Contributing to the success were the consignees and supporting donations from Flea, Hiram and Kevin.

We are now back in business on I-95 as the Florida Dept. of Transportation has replaced our Activities and Logo signs that disappeared in the hurricanes. In our case two of the signs were never found.

A very significant donation has been offered by Southeastern Carburetor Co. that for 37 years has been repairing and rebuilding aircraft carburetors. Since they are going out of business they have donated their very considerable inventory round engine carburetors and spare parts to the VAC.

PROCUREMENT REPORT

16 April 2005 Addendum

Things were a lot quieter this past month. However there were several notable donations that bare notice and thanks. Bill Lewis of Somerset, England sent me a photo-stat copy of a WW I RAF pilots log book and lecture notes. He crashed and died while flight testing new bombs in Calais, France on 10 May 1918. The records and his location have only recently been found. Kent Nelson donated a large print of the B-17 GRACEY LADY in flight and signed by Col. Bob Morgan. And Kevin Quilan donated the large B-29 model which was then autographed by Gen. Tibbetts. Also we received some flight suits, uniforms and combat fatigues from a friend of Don Hussey. The gentlemen had a larger donation and split it between Warner- Robbins (AFB) and the VAC.

Bud Evans, Public Relations Officer

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Aviating with Evans Nov 04--- Disaster at Misawa.

If you have been reading my stories for the past 3 ½ years you know that they have all been about events that I experienced while I was piloting the aircraft. This month I'm going to relate a true incident that I observed but fortunately was not directly involved in the flying! It occurred on or about the 20th of November 1949 at Misawa Air Force Base in Northern Japan. I was a Flight Commander in the 9th Fighter Squadron, which was the only Jet Fighter Squadron stationed in Japan at the time. The other two squadrons in the 49th Fighter Group were the 7th and 8th. Although those squadrons had a few F-80's which they used to keep the jet pilots in the squadron current until we all received the newest model "Shooting Star", the F-80C. The 7th and 8th squadrons were primarily equipped with F-51D Mustangs. The tragic events happened at an ironically opportune time. The New F-80 C's were arriving in Japan and being assembled at an old Japanese Navy Field just across Tokyo Bay,. For some unknown reason the 5th Air Force had scheduled an Operational Readiness Inspection while we were still operating two F-51 and one F-80 Squadrons. The other two fighter groups stationed in Japan in 1949 were the 35th stationed outside Tokyo at Johnson Air Base and the 8th stationed on the Southern most Island of Kyushu. Both were fully equipped with F-51D's.

I had been on the flight line all morning awaiting the inspection of our pilots, aircraft and ground crew. We did no flying before the inspection and the only aircraft operating were the "Alert" flights which happened to be the 8th Squadrons responsibility. When noon time arrived, those of us standing by our aircraft, retired to the officers club for lunch. The club was located on a hill some distance from the flight line but the large windows offered a good view of the whole Base. I became aware of a clamor of officers moving to the windows and pointing towards the flight line. When I looked out I was greeted with a horrifying sight which caused me to race to my car and with my flight members, hurried down to the maelstrom. Confusion was rampant as every aircraft in our 9th Squadron seemed to be burning. In addition there were fires from crashed







F-51's all around the field and some still limping around in the air with varying degrees of damage. I ran to where my F-80 had been parked and was distressed by the terrible sight of "EV EV" (I named it affectionately after my wife Evelyn) sitting with one wing tip on the ground. The left landing gear had been knocked out from under it and fire was still burning from spilled fuel leaking from the ruptured tip tank. F-80's were in mass distorted degrees of damage and many were burning. None of us knew what had caused this tragedy and the sight was hard to absorb. I was looking at this mass chaos and watching helplessly as an F-51 that had been circling low over the field, lost control and did a half roll plunging nose first into the center of the airfield. Our ground crew and the fire truck crews were trying to put out the fires and ambulance crews carrying litters told me there had been some casualties among our 9th Squadron troops. I looked for my crew chief and when I found the Line Chief he told me they had carried him to the hospital severely burned. He had been polishing our aircraft "Ev-Ev" when an F-51 crashed into the ramp just one row of F-80's behind him. Slowly as the afternoon progressed I learned that one of the squadrons from the 35th Fighter Group was deployed on maneuvers on the other side of the mountains west of Misawa. They had attempted to penetrate our Air Defenses while the ORI team was inspecting our 49th Group. The Ground Control Radar Site picked them up and scrambled two F-51's from our runway alert flight. The two alert aircraft easily intercepted the "intruders" far enough out from Misawa to satisfy the "Early Warning" requirements. The inspectors in the radar site gave the O.K. and notified the flight commander of the attacking squadron that they had been compromised and to return to their base. The alert flight stayed with the attackers until they had by-passed Misawa and assuming the exercise was over they returned to land. As they were entering the traffic pattern the radar controller directed them to re-engage the 35th Group aircraft as they had turned back towards Misawa. Not wanting them to fly over the base without the people on the ground thinking they had not been intercepted, the alert pilots positioned themselves so they were making high side gunnery type passes on the 16 ship "in-trail" show formation as they flew over the Base. When the F-51 Squadron was directly over the flight line, the wing man of the alert flight made an error in judgment and hit the right wingman's F-51 of the lead flight of the 16 ship formation knocking the tail off of that F-51 while shearing off his left wing. The 8th Squadron F-51 plummeted onto the ramp knocking the prop off of a parked F-51 on the front row of the Squadron parked directly behind the 9th squadron's aircraft. The explosion and parts of the crashing aircraft showered the full 9th squadron's F-80's with burning fuel and aircraft parts creating the inferno that I was witnessing.

The pieces of the lead 35th Group F-51 flew back through the entire flight of 16 aircraft causing a

multiplying series of destruction as each damaged aircraft shed more pieces which crashed into the aircraft behind. All 16 aircraft received serious damage and many crashed to the ground all around the airfield. Some pilots managed to parachute from their disabled machines but several died in the accident. (I don't remember the exact numbers). The aircraft in the lead flight which was first hit was flown by the son of General Pat Hurley. and he was killed instantly as was the pilot who hit him.. There were 3 or 4 other fatalities and a large number of injuries to men in the air and on the ground.

The next morning I was assigned along with Lt. George Hirsch to fly the only two remaining serviceable F-80 A's to Tokyo to the Air Materiel Depot. We were then flown to Kisarizu, an old Japanese Naval Base across the bay from Tokyo. The newly arrived F-80C's were being assembled there and the next morning George and I were given a cockpit check by the Lockheed Tech Rep and then flew across the bay to Yokota Air Base. The runway at Kiserizu was too short to carry more the internal fuel loads so we had to fly to the closest jet base to take on a full fuel load before proceeding to Misawa. Our briefing on the new fuel control system was not complete and although we managed to start the aircraft with the help of the "Lockheed tech-rep", our understanding of how to shut down was somewhat unclear. While attempting the shutdown at Yokota we both were unsure as to the system being an improvement. The F-80A & B starts dumped a large amount of fuel under high pressure into the rotating engine and when ignited sent a large flame 15 to 20 feet out of the tail pipe. [Note picture] The F-80C system was automatically controlled and used gasoline for starting instead of Jet fuel. When we both shut down using the method given to us, the engines sent a large plume of fire out the tail pipe just as the old start systems had done. We arrived at Misawa just before dark and were greeted by most of the Brass from the Group, anxious to see their new aircraft. Our spectacular shut down caused the crowd to quickly retreat and a phone call to Kisarizu quickly clarified the procedure! The "C" model also had: ejection seat, electric canopy, all electric flight instruments and a few other luxurious improvements. By the time the Korean War started some 7 months later, all 3 Fighter Groups in Japan had F-80C's.

Mike McDonough

On Saturday morning 17 May 2005 the Valiant Air Command lost a very important and dedicated member. Michael B. McDonough had been a member for more than 16 years and was a very important part of building and promoting our organization and museum. He spent most of the fall, winter and spring months in Titusville and was a driving force in the operation of every facet of the Valiant Air Command. His tour in the Aviation Service of the U. S. Navy blended well with our needs in the V.A.C.

Mike was introduced to the V.A.C. by his son who was already a member. Following Mikes retirement from IBM he visited his son here in Titusville and young Mike took him to one of our annual TICO Warbird Air Shows. In his son's words, Mike was "hooked. He became a member and faithfully volunteered for any and all jobs that were needed to be accomplished. Shortly after joining Bob James gave him a ride in the TICO Belle and from that day on Mike became an inseparable part of the aircraft. He worked as its crew chief and flight engineer. When the aircraft flew to other air shows Mike was always on board and when the aircraft was on display showing the "Flag" of the Valiant Air Command he would man the recruiting table or sell from the portable V.A.C. BX table that was carried along on these trips.

During the months that Mike was with us in Florida he willingly took on any job no matter how small or how complicated. When he completed any task it was always done in a quiet, professional and thorough manner. His pleasant personality and quiet wry smile encouraged others to try to work at the same standard as he set for himself.

Although Mike was soft spoken he was very articulate and when he spoke everyone listened and understood what he meant. He never hesitated to let the members of the Board of Directors know when he felt

we were heading in a direction that was not in the best interest of the V.A.C. and quite often he was right.

The Museum and the membership have lost a very important member and the void he left will be hard to fill. He left so much of himself by all he contributed; he will always be remembered by those of us lucky enough to have known him.

At the time of the unfortunate accident he was helping to show a 15 year old volunteer the ropes in restoring the "TICO Belle" when something went terribly wrong. They were removing a part from the DC-3 which had been used for parts for the "TICO Belle" when one landing gear collapsed on them, killing Mike instantly and critically injuring young Josh Payne. Josh is a Titusville High School student and has been an aviation enthusiast most of his young life. He has been a volunteer on Saturdays and was in his 5th week when the accident occurred. All of our prayers are with him and his family for his full recovery.

Bob James, Director of Maintenance for the museum was also injured but was released after being given stitches and other medical care. He was back at the museum the following day and is progressing well.

On Saturday May 14th a memorial Ceremony was held for Mike at the Valiant Air Command Museum Hangar. It was attended by over 100 friends and family. It was a well deserved tribute to a man who has given so much to the success of our museum and many Air Shows. It was covered by all of the major TV and media in the Orlando and Brevard County.



Jim Goolsby's Nanchang CJ-6



Your editor's (Bob Cline) Navion L17-A
See more at: <http://members.aol.com/Wb2ngz/index.html>



Peter Jacob's Aero Vodochody L-39
Top speed: 490 Kts.; Cruise speed; 325 Kts; 160 gallons/hour
See more at: <http://www.angel-7.com/>

UN- SCRAMBLE

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