



# UN - SCRAMBLE



## Official Bulletin of the Valiant Air Command

November 2006

<p><b>VALIANT AIR COMMAND</b>  <i>Dedicated to restoring military aircraft</i>  A 501c(3) Non-Profit Organization</p> <p><b>6600 Tico Road</b>  <b>Titusville, Florida 32780-8009</b>  Phone: 321-268-1941  FAX: 321-268-5969  Email: <a href="mailto:vacwarbirds@bellsouth.net">vacwarbirds@bellsouth.net</a>  Website: <a href="http://www.vacwarbirds.org">www.vacwarbirds.org</a></p>	<p><b>VAC WARBIRD MUSEUM &amp; GIFT SHOP</b></p> <p><b>Open 7 days a week, 9:00 AM-5:00 PM</b>  except the day of  Thanksgiving, Christmas &amp; New Years</p> <p><b>Admission</b>  Adults \$12.00 Seniors/Military \$10.00  Children 5-12 years \$5.00</p> <p>Special Tour &amp; Family Rates available</p>
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### NEXT BOARD MEETING



**Days:** November 14<sup>th</sup>, 2006

**Time:** 12:00 Noon

**Place:** VAC Board Room

### HOW WOULD YOU LIKE YOUR UN-SCRAMBLE?



OR



We would like to know if you would like to receive your newsletter by email. If you would, then send us an email. As always a copy will be available on our website.

[www.vacwarbirds.org](http://www.vacwarbirds.org)

### ADDRESS CHANGES



**Please remember** to notify the office when you are going to be temporarily away, or if you move.

**The post office will not forward** your newsletter. They charge us a substantial fee for returning it.

### VALIANT AIR COMMAND 2007 AIRSHOW

*Mark your calendars for the 2007 Airshow dates*

**March 16, 17, and 18<sup>th</sup>, 2007**

*Advance ticket sales- call 321-268-1942*

### 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.

## TWO OPEN HOUSES AT THE VAC

On November 4<sup>th</sup> and 5<sup>th</sup> please join us for the first of our two open houses. All Brevard County residents will be admitted free. Bring a friend and enjoy a free hot dog.

Our second open house is our Veterans Day Weekend open house on November 11<sup>th</sup> - 12<sup>th</sup>. All retired and active military will be admitted free, as well as all Brevard County residents.

### **FROM THE FRONT COUNTER/GIFT SHOP**

#### **Ginger and Crystal**

We bid farewell to Sandi Brister who was a tremendous help this past year. She has been successful in other employment endeavors and we will miss her smiling face and hard work. We wish her "Good Luck".

We are gearing up for all the big upcoming weekends at the VAC, starting with October 28<sup>th</sup>'s Planes, Trains and Automobiles show to the last of two open houses ending on November 12<sup>th</sup>. We are asking for members' help to ensure a quality production from greeting & meeting to selling hot dogs and signing in guests. If you are available and can lend a hand for a couple of hours or a full day on any of the big weekends, please call 321-268-1941 and ask for one of us.

#### **PX NEW ITEMS**

Childs's Log Book - When they fly with you they can log their hours

Children's Jumpsuits on sale

Special Mugs- "Will fly for food"

2007 Desk Calendars make nice gifts



*HAPPY*

*HALLOWEEN!!!*





**UN-SCRAMBLE  
EXECUTIVE AND SUPPORT STAFF**

**COMMANDER..... Lloyd Morris**  
386-427-1296

**EXECUTIVE OFFICER..... Harold Larkin**  
321-453-4072

**OPERATIONS OFFICER..... Ken Terry**  
kenterry@cfl.rr.com 386-322-5378

**MAINTENANCE OFFICER..... Bob James**  
stinsonj@brevard.net 321-453-6995

**FINANCE OFFICER..... Marilyn Bettencourt**  
vacfinance@bellsouth.net 321-269-3352

**PERSONNEL OFFICER..... Frank Pound**  
321-268-1941

**FACILITY OFFICER.....Norm Lindsay**  
321-268-1941

**PROCUREMENT OFFICER.....Bob Frazier**  
aircraftrhf@aol.com 561-848-4549

**PUBLIC RELATIONS OFFICER..... Bud Evans**  
nabuevans@cfl.rr.com 321-984-3343

**EVENT COORDINATOR..... Ann James**  
stinsonj@brevard.net 321-453-6995

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**EDITORS CORNER**

All news articles and officers reports are due by the 15<sup>th</sup> of the month. Please e-mail information to [vacwarbirds@bellsouth.net](mailto:vacwarbirds@bellsouth.net) Attention: UNSCRAMBLE article.

**OFFICERS REPORTS**

**COMMANDER  
LLOYD MORRIS**

Hi! It's not often I write because my Board of Directors does such a good job keeping all of you informed. However, there are two issues I need to discuss with all of you.

One, the lease, is finally done. So what does that mean for the Valiant Air Command? We are good to go until 2028 without having to expend the six hundred and forty thousand dollars in order to get the other 20 years. Do you want to know more?? Call me. It is a long, long story.

Second, the Valiant Air Command is on the North Brevard ballot for November 7<sup>th</sup>, 2006. This puts the Valiant Air Command on the tax rolls meaning we will get a major face-lift. A glass enclosed front end of approximately 13,000 square feet is included.

Also, the Space Walk Hall of Fame Museum will get an approximate 10,000 square foot building of their own just south of us. This will put the Valiant Air Command on a world-class footing.

## EXECUTIVE OFFICER

### Hal Larkin

**TA-4J** -- The tail section is ready for prime paint. Rework of the hydraulic system to use the A/C-mounted hydraulic hand pump to operate the canopy has been completed. Part of the crew is working on the canopy, cleaning up the frame and getting the inside of the frame ready for paint. We started to wet-sand the fuselage and wings. As the aircraft has a series of vortex generators on the wings, it is a time-consuming task. The nose landing gear has to be removed, as there is excess movement in the right trunion fitting. Aircraft jacks are a problem... We just don't have enough of them. Cockpits are ready to start re-assembly. Working on forward and aft instrument panels, we still need instruments. The fuselage of the TA-4J is in much better shape than the F9F-5 was. We used five gallons of bond on the F9F-5 to get the fuselage ready for paint. We should hang the tail section within the next few weeks.

**R-2800** -- Rework of the 54 baffles is continuing, most of them are ready for paint. Still haven't found the missing parts for the engine. We should be painting the engine in the near future.

Frank Cuzzi, a long-time member of the Restoration Crew, passed away in September at his son's house in Las Vegas. We surely will miss Frank.

## FACILITIES DIRECTOR

### Norm Lindsay

Someone once said "Ask and you shall receive." Well, we have been asking for a long time and we finally received. What we received was **Ed Ehrenspeck**; painter extraordinaire. Ed has been wielding the roller and brush with a vengeance, completing most of the second floor hallways and offices. The walls were in shock from getting their first coat of paint ever. Everyone that works in that area sends his or her thanks.

Please read on. We still need help in other areas of the building with normal cleaning and maintenance, so if you have some free time please stop by. We have a list of projects to suit any talent you may have. Ed could even teach you how to paint.

By the time this newsletter reaches you, the first Planes, Trains and Auto Show will be history. If you attended, hope you had a good time. If you didn't get a chance to attend, we hope to see you next year.

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### **MAINTENANCE DIRECTOR**

**Robert E. James**

Back from vacation! Ann and I enjoyed a trip to Seattle, Mount Rainer, Portland and then a small boat cruise on the Columbia and Snake River following part of the trail of Lewis and Clark. We took a day and went back through the Museum of Flight in Seattle to see the new wing added for the Champlain Fighter collection, formally in Phoenix. It consists of over twenty WWI and WWII fighters that were capable of flight and looked terrific in their new settings complete with sound effects. The sound of a big round engine ringing out from left to right down low made you want to duck! All the settings were very well done. I strongly recommend that if any of you are going to the Northwest you plan to stop and go through the Boeing Museum of Flight.

On the next to last day of our vacation I received a call from an old friend with a request to help crew a Lockheed L18 from Wyoming to Florida, as the planned co-pilot had to cancel due to an ill relative. But that's another story for next month!

C47-The crew labored on while I was vacationing and made some progress on the electrical circuit verifications and resolving a vexing problem with obtaining the correct oil tank to engine inlet line. It seems that a larger diameter line is required to ensure that the oil pump doesn't cavitate under certain conditions. To accommodate the large line, several other fittings will have to be modified to a larger size; and that is now in work. We hope to have all the necessary hardware back soon so the hose configuration can be finalized.

We have located some wing jigs required for the wing AD and are working on picking them up within the next couple of weeks.

TBM-The aft turret escape hatch has been completed and installed. Work on the canopy is continuing and is well over half way to completion.

Welcome back to two snowbirds, Bob Bixby and Don Riggle who have vacated the snowy North Country.

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### **PROCUREMENT DIRECTOR**

**Robert H. Frazier, Jr.**

GRUMMAN F11F TIGER---Timing on the availability of the aircraft is now around the end of October. Timing is set by the completion of the A4D airplane by NMNA and the removal of the F11 by the Pensacola International Airport. Airport Manager has received all bids for a crane to take the F11 down, move it to a hangar for disassembly and modify the pylon for their new A4. Submittal to the Airport Director is the next step.

I-95 BROWN SIGNS FOR THE VAC---Efforts working with the FDOT on VAC signage on I-95. Now researching all VAC records to find data to support the 100,000 trips requirement to the VAC is time consuming. No application has been submitted to the FDOT. We will need all political support we can get. Chuck Tanner is working contacts.

## **AUCTION-----AUCTION-----AUCTION**

Now that the planning and activities for the 16,17,18 March Air Show has started, we now must plan for the annual VAC Auction. First of all, we need aviation and historic items to put into the Auction.

Please search your sources of material we might use. Beyond that, search your own attic or basements, talk to friends and neighbors that may have material we can use.

Direct any donations to me to be held at the Museum. Remember we are a non-profit organization and donations can be tax deductions to you.

### **AVIATING WITH EVANS PEREGRINE LOST**

Several months into the flight-test program the Gulfstream American's proto-type jet trainer "The Peregrine," I flew from Oklahoma City to Mojave, California. The purpose of the trip was to: (1) Perform flutter and spin tests in a location close to the large Rogers Dry Lake where emergency landings could easily be made; (2) Have the coverage from the Ascania camera tracking facility at Edwards Air Force Base and (3) use the telemetering capabilities provided on contract to The Canadair Flight Test facility at Mojave Airport. The fuel system feeding from tanks in the right and left wings were very unreliable and often fed almost completely from one side before starting to feed from the other wing tank; and I never felt confident in the other tank feeding once the one tank was almost empty. Planning the trip required the conservative approach by planning short legs and a Turbo-Commander 1000# as my escort. The pilot of the escort was not qualified in formation, and I had to compromise my performance by flying formation with the much slower Turbo-Commander. We scheduled stops at Amarillo, Albuquerque, Phoenix and finally to Mojave, California. Everything went smoothly with clear hot weather all the way to Phoenix where we all took time to get something to eat. The temperature was the usual Arizona 105 plus; and when I climbed back into the cockpit. I started the engine normally, but when I tried to close the canopy it could not be locked. My ground crew tried everything they could without success, so we decided to spend the night and consult with our design and manufacturing folks back in Bethany for their advice. The next morning we arrived back at Sky

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Harbor Airport with a list for my crew to begin experimenting with. I climbed in the cockpit just to make use of the time waiting for the first check, I thought I would try closing and locking the canopy. You guessed it! The canopy locked. Two more cycles opening and closing it were successfully made so I filed my clearance and made an eventful trip to the test site at Mojave, California.

My flights for the next 10 days were interesting, some exciting during the flutter, high angle of attack and spin entry tests. I was advised to bring the aircraft back to Bethany so the engineers could completely study the data of some of the anomalies that appeared in the early part of the spin entry point. The return route was the reverse of the trip out to California and we wanted to get through Phoenix before it became so hot the heat could warp the canopy again. I really did not need the escort aircraft to navigate the route as I could do it without maps under visual flight conditions but the Peregrine had no navigation system or transponder thus requiring me to stay with the Aero-Commander. We made a quick refueling and were off the ground before noon. I was advised by weather that the thunderstorms would be rapidly building just north of my direct flight path to Albuquerque, New Mexico. After getting airborne I saw that the wall of storms was building faster and stretching further to the East than were forecast. (Sound familiar to those readers who are familiar with weather forecasts)? I had to throttle back to stay with the escort aircraft because he was having difficulty skirting the edge of the wall of clouds. I listened while the Flight Service Controller that was following our progress kept advising us that we were slowly drifting into Williams Air Force Restricted Area. I had flown in that restricted area where the T-38 and F-5 flying training from Williams Air Force Base was conducted and knew there would not be any of their training as close to the edge of the restricted area or to the towering thunderstorm clouds. I also was prevented from flying in clouds with the Peregrine because of calibrated instrumentation systems that would be destroyed by moisture from the clouds getting into the probes that were mounted on both wingtips and the nose boom. I stayed as close as I could to the escort but he kept trying to climb steeper disregarding my airspeed requirements and finally the call from Flight Service intimidated him to the point where he flew into a gap between the build-ups and disappeared into the maelstrom of boiling building wall of storms.

I had no choice but to break away from him and continue along the edge of the building wall of storms. I was well above 30,000 feet and looking at nothing to my left and the direction I needed to head was a series of large storms extending to well above 50,000 feet. I finally lost radio contact with everyone and it was a very lonely spot to be in. There was nothing recognizable that I could see in the rough terrain below and I kept waiting to see a break in the wall of clouds. I finally spotted an opening between two storm cells and there appeared to be some openings in the cloud build-ups behind them. Alone is a feeling that is hard to express with the proper emphasis when you can't talk to anyone, don't know exactly where you are, the storm cloud build-ups all around you where they were not forecast to be, preventing you from taking a heading your senses tell you that you need to take and your fuel is creeping down to a level that is beginning to become critical. Add to those concerns the fact that I alone am responsible for the transport of this one-of-a-kind experimental proto-type jet trainer that involves a lot of engineers and technicians.

I was snaking my way between the build-ups and finally found myself beyond the storms and able to make out the terrain below. It was typically South Western barren desert mountains, black lava rock and sandy desert terrain. I suddenly received a call from El Paso Flight Service that concerned me as I could not believe the winds could have blown me that far to the South! I discussed my predicament with them but they were not able to get a skin paint with their radar but gave me a frequency to contact Albuquerque Flight Service. I was now clear with a good look at the ground and spotted a road and rail tracks running basically north and south. My best recollection was that the main rail and highway going north from El Paso, Texas to Albuquerque would run through the town of Truth or Consequences, New Mexico. Almost immediately I spotted a town fitting what my

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memory bank remembered as basically the parameters of the town along with the Rio Grande River. I spotted the small airport that immediately became my "Any port in a storm" alternative. I was still at 33,000 feet and although I was not certain the exact distance to Albuquerque I knew that if I couldn't contact the Flight Service radio, I could return to that airport. My whole outlook on life was now

backing the focus as I was pretty well back in control and my real concern was my low fuel state. The fuel feeding system had been very poorly balanced since the first flight and the designers had not been able to solve the unequal feeding problem. One tank would always feed until almost empty before the other wing tank began feeding.

At one point I found the one tank had fed fuel down to 100 pounds remaining and stopped while the other tank fed to 150 pounds remaining. While I was debating the length of gliding distance in my head and not knowing how far I really was from ABQ I received a call from their Approach Control asking me to transmit for a steer to their base. After several turns and transmitted signals, they gave me a heading and distance to ABQ where I soon spotted the city and more important, Albuquerque Airport! The engine continued to run until I parked the aircraft and my ground crew and escort aircraft were waiting for the "lost bird".



- November 4** Tico Airshow 2007 Meeting - Saturday 1:00  
In the Library. Come give us your help & ideas for a great airshow!
- November 4-5** Museum Open House - **Brevard County Residents 9 – 4**. Come check out your Museum and the newest updates. Bring a friend and enjoy a hot dog and our beautiful Florida weather!
- November 7** **ELECTION DAY - EXERCISE YOUR RIGHT TO VOTE!**
- November 11-12** **VETERANS DAY WEEKEND OPEN HOUSE**  
For **MILITARY**, retired and active, as well as Brevard residents.
- Special Photo display by **Pearl Harbor survivor and photographer, Elwood “Pappy” Neener**. Pappy will be available to chat about his experiences from 11:00 until 1:00 each day. Bring a friend and enjoy a day out with “living history.”
- November 30** Annual **“DECORATE THE MUSEUM FOR CHRISTMAS & VOLUNTEER LUNCHEON”**  
Everyone welcome! Begin at 10:00 - Lunch at 12 (Lasagna, salad & garlic bread provided) Bring a dish/dessert to share. Bring a friend and come meet your other members. This is always a fun day! (If you have extra Decorations-bring them along.)

<b>December 9</b>	<b>CHRISTMAS PARTY -</b> <b>Saturday - 5:30 Happy Hour (Meet &amp; Greet time)</b> 6:30 Dinner (Please call for reservations - \$16)
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Musical Entertainment by "Route Two"

Yankee Trader Gift Exchange!! Back again by popular Demand!

If you like to play, bring a wrapped gift of \$10 or less to be exchanged during the fun - filled event.

Come - relax and enjoy kicking off a wonderful holiday season, while ending a fantastically busy year at VAC!

VAC FAMILY NEWS

It is with great sadness that we share the news of the passing of

Ruth Damoff of Titusville on September 22. Ruth was a ray of sunshine to everyone who knew her. She was an avid tennis player, loved gardening and beautiful flowers and was a wonderful "Mom" while raising their six children. She and husband, George have been dedicated members for many years. George has served as Executive Officer on the Board of Directors for several years. Our love and sympathy goes out to the family.

Our best "welcome back" to Tommy McLeod. Tommy just recently returned to the VAC after resting up from surgery and recovery after. We are glad you are back! You were missed!

Bee Haydu has informed us of the passing of her husband, Joe Haydu, recently. Bee and Joe have been active members for many years, and always gracing our PX tent at the air shows. Our heartfelt sympathy goes out to all the family.



GRYPHON GROUP  
LUNCH BUNCH  
EVERY THURSDAY AT THE VAC  
Come help our volunteer  
ladies feed these hungry  
fellas



ONE OF OUR ESTEEMED  
VOLUNTEERS  
Ed Ehrenspeck making  
the office complex  
beautiful



SOME OF OUR TERRIFIC  
VOLUNTEERS TAKING A MUCH  
DESERVED BREAK AND HAVING  
A GOOD LAUGH

### **Share Your Stories or Write a Remembrance**

For veterans, the memories, images and flashbacks of war are so painful that they often have great difficulty talking about them. Yet sharing these stories can have a powerful healing effect. Each service member's story is a part of our nation's history and needs to be told, re-told and remembered. We invite you to share the story of a spouse, a child, a parent, another relative, or a friend who participated in one of America's conflicts. You can contribute a eulogy, a remembrance, or a prayer in their honor. Share your own story of grief over the loss of a loved one. Tell us of a funny tale that was relayed to you or that happened to you. You will have the choice of the story being published or kept private. I will randomly choose one to print each month in the newsletter if space allows.

Sometimes getting through the experience of sharing your story the first time is the most difficult part of all. This is all part of the healing process. Make sure that you have someone you can talk to if the memories are too painful.

