



Un-Scramble



Official Bulletin of the VALIANT AIR COMMAND
August/September 2007

VALIANT AIR COMMAND

Dedicated to restoring military aircraft
A 501 c (3) Non-Profit Corporation

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Titusville, FL 32780-8009
Phone: 321-268-1941

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Website: www.vacwarbirds.org
Email: vacwarbirds@bellsouth.net

MUSEUM & GIFT SHOP

Open 7 days a week 9AM-5PM

Except Thanksgiving, Christmas &
New Year's Day

ADMISSION

Adults \$12.00 Senior/Military \$10.00

Children 5-12 Years \$ 5.00

Special Tour & Family Rates Available

ADDRESS CHANGES

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

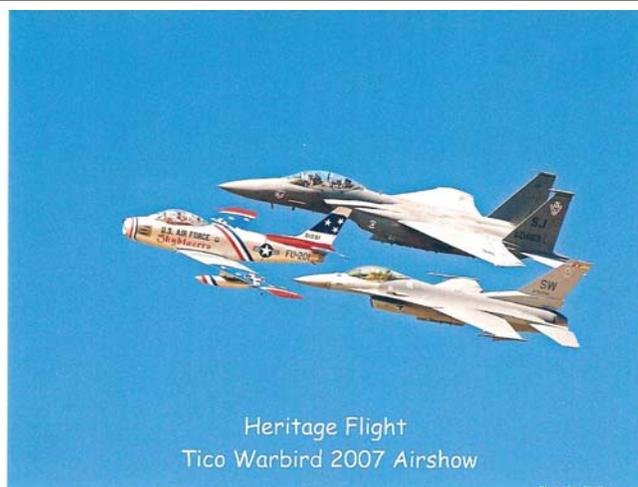
Thank You!!!

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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.



501 c 3 Non-Profit Organization Educational Museum
recognized by the Internal Revenue Service

2008 AirShow Meeting
08 September 2007
12:00 P.M. Pizza
12:30 P.M. Meeting

AIRSHOW 2008 DONATIONS CONTINUED



We extend our heartfelt thanks and appreciation to the following who have donated funds for the 2008 Tico Warbird Airshow.

INDIVIDUALS

- Mr. Ronald V. Anderson
- Mr. Winn Baker
- Mr. Richard C. Barkley
- Mr. Sam Beddingfield
- Mr. & Mrs. Dale Beltzner
- Mr. Paul S. Blau
- Mr. & Mrs. Emerson Buhlin
- Mr. & Mrs. Donald L. Camp
- Mr. David R. Cummock
- Mr. Robert A. Dale
- Mr. & Mrs. Douglas P. Davidson
- Mr. Linc Dexter
- Mr. & Mrs. Jack Dorrell
- Mr. Jim Friis
- Mr. Jim Graber
- Mr. & Mrs. Walter G. Harris
- Mr. Ray E. Hickman
- Mr. John L. Ingersoll
- Mr. & Mrs. Robert M. Keith, Jr.
- Mrs. Jeannine D. & Cecil Lee
- Mr. & Mrs. Albert G. Love
- Mr. Bill Lumley
- Mr. Albert C. Martin
- Mr. Jeremy Martin
- Mr. & Mrs. Jerry D. McClure
- Mr. E. Harold May
- Mr. & Mrs. Robert E. "Flea" Meyer
- Mr. Terry L. Neighbours
- Mr. & Mrs. Kent J. Nelson
- Mr. Daniel L. Nettuno
- Mr. Walter E. Ohlrich
- Mr. Stanton V. Parsons
- Mr. Andy Pedersen
- Mr. & Mrs. Stan J. Pfeifer
- Mr. Jimmy R. Powers
- Mr. & Mrs. Ken Roberts
- Mr. Bob Russell
- Mr. & Mrs. Raymond Russo
- Mr. & Mrs. Jerry H. Sansom
- Mr. Fred E. Schlafly
- Mr. Richard J. Schwartz
- Mr. & Mrs. Harry P. Shockey
- Ms. Helen Wyatt Snapp
- Mr. James R. Stanger
- Mr. Robert H. "Bubba" Stitt
- Mr. Albert Tarter
- Mr. & Mrs. Gerald L. Walbrun
- Ms. Barbara W. Wilder
- Mr. & Mrs. Dan Williams
- Mr. & Mrs. Conrad Yelvington

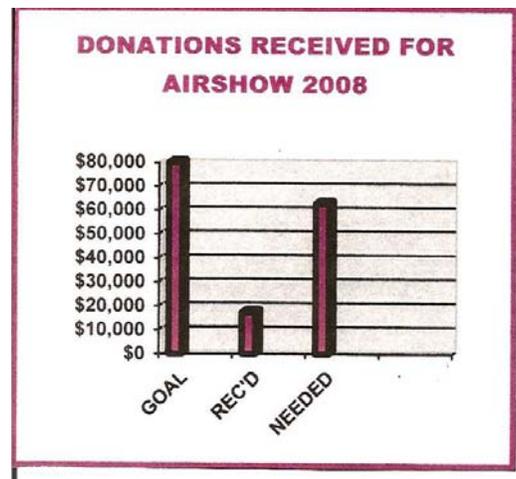
BUSINESSES & ORGANIZATIONS

- Alexander Aviation Associates, Inc.
- Anderson Rentals, Inc.
- Bobbs Fire Equipment, Inc.
- Conrad Yelvington Dist., Inc.
- Flying "L" Aircraft, Inc.
- Mays International Truck Sales, LLC
- Melbourne Area Pilots Association
- Parrish Medical Center

We sincerely appreciate your contributions to this worthwhile cause. We can't thank you enough. *Thank you for helping to keep the dream alive!!!*

Is *YOUR* name on the list??? *If not, we greatly need all the financial support we can get.* If you wish to donate by check, please make your check payable to Valiant Air Command, and write "Airshow 2008" in the memo portion so that we can credit it to the proper account. If you wish to pay by credit card, please contact Lloyd, Ginger or Crystal, and we can take the information over the phone. *Any donation is gratefully accepted and appreciated.*

The following chart shows our goal and the donations needed received to date. As you can see, we are making headway, but we are still in need of a large amount of support for this worthwhile cause.



PLEASE HELP!

KEEP THE DREAM ALIVE!

COMMANDER
LLOYD MORRIS

Hours are 9:30 A.M.-7:00P.M. Mon-Fri and 9:30 A.M. - 4:00 P.M. Sat.

Thank you in advance if you participate with this worthwhile promotion, the VAC and I will be extremely grateful!!!

Well Guys and Gals it's getting that time again (AIRSHOW). First meeting is 08 September 2007, call for time. This year I am very pleased and lucky to have George Damoff as AirShow Co-Chairman, also George will be doing all of the AirShow meetings. I have worked with George before and have found him to be very capable of doing the job. So WELCOME ABOARD George, I am glad to have you! I would like to thank all of you who have donated to the 2008 AirShow. I must say I have been surprised by the response we have received, but we are still a long way from our goal. So if you have forgotten, please help.

Well as Bugs Bunny would say,"That's all folks!" Be safe.

Lloyd Morris
Commander

EXECUTIVE OFFICER
BUD EVANS

I would like to thank George Mikitarian, President & C.E.O. of Parrish Medical Center and Natalie Sellers for her help with their very generous donation.

I thought it might be a reminder to those who have read this before that 25 June 1950 was the start of the Korean Conflict. If you accept my statement about the war with North Korea, you will find the F-86's arrived in Korea, you will find the F-86 Aces actually fought the wars against China and Russia.

I would like to thank Norm Lindsay for an outstanding job on the new Ramp Space that was poured. All of you pilots will like the ramp. It added a lot of additional parking for aircraft, especially during the AirShow.

A Compromise on Life ----- Korean War

The Museum attendance this summer so far looks to be up a little which is always good, especially for paying the bills. One way to help is with My Cause!

There really wasn't much for me to consider when I entered the U.S.A. Training Program in 1943. The War was raging on both sides of the world. All of the able young men were being pressed into the Armed Services to stop the aggressors across both of the oceans that bordered our country. A way of life that was based on freedom to live and work in accordance with laws made by the people of this great land was threatened. Those of us who believed that we could do something to stop the Axis powers were ready to die in the effort. (If that ever became necessary)! Very few of us had been prepared to change from our upbringing of being fair sportsmen, acknowledging the rights of others, suddenly being trained to become killers. However, it didn't take long for us to understand that we were not in a sportsman's game but a hard reality world of "Kill or be killed."

FREE MONEY FOR VAC WITH YOUR HELP!

SunTrust Bank is running an exciting promotion from 06 August – 12 October 2007 called **My Cause**.

To qualify you would need to do the following:

- 1) Open a new personal or business checking account
- 2) Accept a new check card
- 3) Make a purchase with the check card by 15 November 2007
- 4) Submit the redemption form by 15 November 2007.

When completing the redemption form, you may choose to keep a \$50.00 VISA gift card for you **OR** SunTrust Bank will donate \$100.00 on your behalf to The Valiant Air Command. You can get started over the phone if you choose. Please call Patricia Fogle at [321] 268-1886 or see her at the In-Store Titusville Wal-Mart.

During the months of Aviation Cadet training, I saw a good deal of death and injuries of my fellow cadets while trying to learn the art of keeping control of these complicated machines that defied gravity.

Continued on page 4

The war ended before I was called on to use my training as a pilot to kill any of the enemy. I was, however, hopelessly hooked on flying. After deciding to return to finish my education at The George Washington University, I was fortunate enough to be able to fly with the first flying Army Air Force Reserve unit located at near-by Andrews AFB. I spent every spare minute driving back and forth to Andrews and probably made 5 or 6 trips every time I was able to get into the air. Maintenance of the few At-6's, AT-11's and P-51's that were operated by our unit was truly lacking. Shortages of personnel and parts made keeping the aircraft flying a real challenge. After more than a year with the Reserve Squadron, I had a chance to go back into the Air Force and fly the brand new jet fighters with the first fighter group to be fully equipped with the Lockheed P-80 "Shooting Star". After completing my college education, and while awaiting my assignment to come through, I flew P-51 Mustangs with the Kentucky Air National Guard.

On 05 January 1948, I arrived at March Field, California, and began my jet flying career. There I learned the exhilaration of what soaring above the earth at heights where few other aircraft could reach at that time. Although being a fighter pilot meant you must be able to perform such maneuvers as dive bombing, strafing and air-to-air gunnery, I never really thought much about one day having to use those skills against other human beings! I guess the challenge of flying those highly temperamental aircraft and seeing so many of my good friends killed flying them; I had become hardened to the reality of the risks involved. I had not yet considered that all of this combat training was ever going to be used by me to kill other humans. I don't believe any one of us in our 49th Fighter Group stationed in Japan in the spring of 1950 had any idea that our country was about to find itself confronted with a country which was bent on war. North Korea's blatant invasion of South Korea without warning caught everyone in the Free World off guard. My Squadron had just been part of a huge airshow for the Secretary of Defense in Tokyo and was operating from Nagoya in south-central Japan on a deployment. We were flying gunnery-training missions as part of a regular simulated combat deployment. We were living in tents, flying 3 to 4 times a day and having a ball with no thought of actually having to shoot at other aircraft (although I knew that was what I was trying to do and I was willing to test my pilot skills if the occasion ever rose)!

On 25 June, many young soldiers and combat hardened veterans from WW II were forced into a live nightmare by the unexpected attack on South Korea by the North Koreans. The "Kill or be killed" scenario took place all over South Korea, and our young men and seasoned veterans were thrust into the "killing machine." This was the time in my life when I had to find out what kind of a person and pilot I really was! I learned the answer after my first real exposure to the threat of death from something other than the piece of mechanical hardware I was flying and Mother Nature. I learned a great deal about myself, and I also learned a lot about the men I had flown with and lived with everyday. The big surprise to me was some of the loudest singing; hardest drinking and biggest braggarts were some of the worst combat pilots. The suddenness of our being thrown into the world of deadly combat gave us no time to mentally prepare for it. Most of us saw an unflinching necessity to kill the attackers, and most of us did so with little remorse or feeling of guilt. Most of us had seen our combat roll as pitting our flying skills against enemy pilots in air-to-air combat with our high speed, high altitude jet fighters. From the first mission I flew, it was evident that we had to adapt our sleek F-80's into ground attack machines hanging every bit of ordinance the machine could carry to allow us to stop the onslaught by the North Korean Ground Forces.

The serious question in my mind had always been how good I was going to be in air-to-air combat when it was for my survival. My only two real chances I had to find out was when I shot down the first and only North Korean aircraft I saw in the air and the first Russian MIG-15 I met. The first was no challenge beyond being certain I kept the LA-7 in the gun-sight and fire when I was in range and the MIG (which we knew absolutely nothing about) began firing those big "Orange Balls" at me and I proved I could out dive him.

The conflict was not of our making; and every truck, tank, aircraft, boat, jeep and North Korean we destroyed, killed or wounded meant one less weapon to be used against U.S. and Allied troops. It was our people we were protecting, and the first 3 months of the war was a desperate struggle to hold the little bit of South Korea known as "The Pusan Perimeter." I flew every mission I could and destroyed all types of enemy conveyance and troop concentration that I encountered. I have been blessed with a special ability to see and translate visual ground sites from the air while flying at fairly high speeds. This made it easy to follow maps and forward controllers

instructions when assigned targets. Of course, those first few months of the war provided us with far more enemy targets than we wanted. That meant that the North Koreans were flooding tens of thousands of troops, supplies and weapons into the fight in their efforts to run our ground forces into the sea, thanks to General MacArthur's brilliant invasion at Inchon, cutting off the North Koreans in the South. The struggle to survive turned into a victory march all the way to the Yalu River. Our Squadron Commander was so certain that the Korean War was over he volunteered our Squadron to go to Indo-China to help the French fight the North Vietnamese.

In reality, the "Korean War" ended in November of 1950, and the "Chinese War in Korea" began, thus we never got a chance to discover whether the Air Force would approve his request. The Chinese seemingly caught almost everyone off guard. Once again, we were back in a desperate struggle against a much larger foe. The Chinese were much more effective in their defense of their ground forces against air attacks (as I learned the hard way: reference my "My Longest Day." Once again, I learned about myself as I had no fear of returning to fight the Chinese following by being knocked down from the ground fire. In fact, I believe I was even more aggressive in my attacks than ever. You had to respect that possibility when you discovered that you were not invincible. You could not, however, let that enter your mind once you saw your targets. It was even more graphically important that you destroy it before it was able to destroy you.



Evans waiting for next combat mission before take-off time

I started this article to describe how it feels to survive so many years of flying dangerous and challenging flights and living with the knowledge that you have taken the lives of many enemy soldiers. I guess I have no sobering answer. I know in my own heart that I did what I was trained

to do and did it well. I know the enemy I killed in Korea and Vietnam were invaders and intent on killing people in another country they had invaded. Each of my victims was there to kill Americans and our allies. We really didn't win the (Chinese Korean) War and certainly did not in Vietnam. We definitely proved the jets were a formidable weapon, and had the White House let the Air Force fight the war after the politicians put us in Vietnam, it could have been completed in a matter of weeks. As I look back on my 64 years of flying and 38 years of active experimental flight testing, I can draw some comfort in the knowledge that I was part of the development of "The Super Sonic Age of Aviation." I know that I have contributed a little to the development of aircraft and systems that make flying as simple and safe as it is today. Remember that every time a restored "Warbird" takes to the air, it represents another step in the progress of Air Power. Those pilots who show their dedication to preserving that history of military aviation know what flying was like in the era of the particular aircraft they restored compared to flying today. They must feel proud of what they have, and every now and then try to reflect back on the lives that were sacrificed to make that design become successful enough to be produced for the military. I take great pride in being associated with those men today and am happy that we don't have to use those beautiful machines to do more than remind people of the aircraft that did so much to keep our country free!

One important thing that I learned early in my flying career was that you are going to make mistakes while learning to fly. If you don't learn from them and you make the same mistake again, you will probably not be around long enough to make that mistake a third time! Keep 'Em flying Safely!

N. C. "Bud" Evans ©

MAINTENANCE OFFICER
BOB JAMES

C-47 – The dog days of August are here again. Florida is hot and humid but at least we have been blessed (so far) with a mild tropical storm season. Lets hope it stays that way through the typically peak periods of September and October.

With the weather so obtrusive, work has slowed with several of our C-47 volunteers taking time for vacation by getting out of "Dodge" and heading for cooler parts of the country.

The right elevator recovering is in its final stages. The fabric has undergone the three stages of heat treatment and most of the rib stitching has been completed. The left elevator will follow in the same manner.

I expect that we will receive the aft prop cones soon and when the troops have returned from vacation we'll be ready to hang the props.

Other work planned is the installation of the antennas for the transponder and the DME portion of the TACAN unit. Both of the old antennas were damaged and were part of the nose section that required substantial skin rework.

UTVA – The final details of finishing up the annual inspection are in work (paperwork!) and I hope to have the UTVA flying by the end of the month.

TBM – Work on the electrical schematics is continuing. Bob Munsey is to be commended for his attention to the detailed planning in laying out the line runs on scaled drawings with all the junction boxes and the changes in line numbers between those junction boxes. I expect to see the wire runs being laid out with the original line identification numbers in the near future.

Robert E. James
Maintenance Director

PERSONNEL OFFICER
BOB BOSWELL

The Valiant Air Command thanks the following members for renewing their membership and apologizes for any errors or omissions on previous listings:

Names missed for Renewal Members in June/July
Issue of Un-Scramble

01 January-13 February 2007

Cummock, David R.
Decker, James A.
Gaarder, June A.
Keilin, Ronald

Names misspelled

Gaarder, Robert P.
Vandervliet, Carol

14 MARCH-10APRIL 2007

Greene, Lawrence
Pound, Betty

11 APRIL-08 MAY 2007

Clements, Charles W.
Frazier, Jr., Robert H.
Frazier, Diane
McQueen, Al

RENEWAL MEMBERS 13 June-09July 2007

Hay, Thomas E.
Madonia, Ronald V.
McLeod, Thomas F.
McLeod, Catherine F.
Purcell, Frank A.
Purcell, Cheryl

RENEWAL MEMBERS 10 JULY-15 AUGUST 2007

Beck, Preston E.
Foote, Dick
Foote, Marilyn
Larkin, Ruth J.
Leathers, Donald A.
Moriarty, Eugene P.
Munsey, Bob (Lifetime)
Tannenbaum, Leon M.

THE VALIANT AIR COMMAND WELCOMES
NEW MEMBERS

NEW MEMBERS 13 JUNE-09 JULY 2007

Love, Albert
Love, Barbara
Rehbaum, Karl E.

NEW MEMBERS 10 JULY-15 AUGUST 2007

McGrath, Joe
McGrath, Debbie

PUBLIC RELATIONS OFFICER
FRANK POUND

If you have been by the Museum lately, you've probably seen the new VAC brochure. We've revised the brochure to a two-page card, which the experts tell us is more appropriate for rack distribution. We saved most of the information from the old style, including several important pictures, map, etc.

We obviously retained the red, white and blue swirl across the top, which we plan to use on all the advertising to help reinforce the VAC "brand."

We've started planning for the 08 Airshow. So if anyone has anyone has any ideas for new promotional efforts, we'll be glad to consider them.

Thanks to our Commander, we have new Chrome poster holders, which include racks for brochures—primarily for use in motel lobbies and other businesses that cater to visitors. If you know of a spot where the new, attractive holders can be placed, please call the office.

EVENTS COORDINATOR
ANN JAMES

VAC FAMILY & FRIENDS

Our "welcome back" wishes go to Leo Kordick. Leo has been away for a hospital visit and recovery. He is back in his golf cart and on duty. You were missed Leo, great to have you back!

Our "get well" wishes go out to Sue Best of Edgewater. Ed reports that she has been "under the weather" for some time, but is improving. We all miss your visits to the Museum. Hope to see you both soon!

GRYPHON GROUP Luncheon

Bakers for August & September

August 07 - Jean & Ann

14 - Gay & Joanne

21 - Joan & Ann

28 - Margaret & Joanne

September 04 - Jean & Ann

11 - Gay & Joanne

18 - Joan & Jean

25 - Margaret & Ann

Thank you ladies for a great job! The soldiers really appreciate all your home made desserts!

We are sad to say "so long" to one of our long time office staff, Jo Lynne Waybright. Jo Lynne has moved and is leaves a busy position to fill. Good luck to you!

A HUGE "thank you" and appreciation goes out to

Carson Shaffer, a dedicated VAC member. Recently we experienced a "minor meltdown" in the office with the computers. Carson came to the rescue!

His help with getting us back up and running has taken up much of his personal time and we tested his patience as well! The staff cannot thank him enough, but we can brag about him since that is his business. So, if you need commercial help with your computers, please send your business to a man who really cares! Thank you Carson!



FLORIDA MILITARY PRESERVATION

The State of Florida has a unique military background. During the buildup to WW II, numerous military installations were started. After 07 December 1941, the state became a beehive of military construction. Camp Blanding in north Florida became one of the Army's largest training bases. Navy and Army Air Corps fields covered the state. In south Florida airfields were separated by only a few miles. Hundreds of thousands of troops trained in Florida---and learned of the advantages of living here.

Following WW II, many wartime soldiers returned and made their homes in Florida. Now the "greatest generation" is passing on, and with them, many irreplaceable artifacts, uniforms, medals, artwork, and the things military people collect over the decades of service. Lots of military hardware---aircraft, ordinance, rolling stock---is still around, rusting away in fields and barns.

Luckily for Florida, a number of former servicemen around the state---on their own, without state help--have formed military heritage. Mostly by their own contributions and with public support through nominal admission fees, they have built amazing tributes to Florida's military history.

But unfortunately, the "greatest generation" is rapidly passing on. And it's difficult for the later

generations---who weren't around for WW II---to have the same enthusiasm for preserving the history of the contributions of earlier veterans. Most of Florida's military related museums are entirely operated and supported by volunteers. Only attributing minimum wages to their hours of labor, millions and millions of dollars have been contributed to museums for the benefit of both Floridians and visitors.

Records from one museum show many out-of-state visitors return year after year. The same records show lots of foreign visitors to the museum.

Many of these museums now need financial help. Their volunteers have donated and donated. But the prices of utilities, fuel and maintenance keep rising. These organizations have contributed immensely to our great State by providing homes for military history which otherwise would be lost.

Along with regular expenses, many of these museums need funds for space to display offered and stored historical material.

They need help from the State of Florida to carry on many donated multi-million dollar/multi-million dollar organizations.

PROJECT RESTORATION OFFICER **GEORGE (DUTCH) GRAEFE**

The TA4-J is still in need of some parts for the seat in the aft cockpit. We are looking for the seat pack for the life raft. We also need break assemblies for the right and left main landing gear assemblies.

I contacted Mike Pannell by e-mail. He is restoring an A4D to flying configuration. We got this lead from The Valiant Air Command website correspondence. We are patiently waiting to hear from him.

The Grumman Gremlins have also been asked to paint the OV1-A for display purposes.

During the inspection of the F11F-1 the left landing gear was found to have a crack in it. We will have to find someone to weld it. The weld on the strut needs only to be able to hold air pressure for static display. No flying involved.

Sincerely,
George (Dutch) Graefe
Project Restoration Officer

ELECTION UPDATE

The following autobiographies have been submitted. By press time, no others have been received.

AUTOBIOGRAPHICAL CAREER HISTORIES

BUD EVANS – EXECUTIVE OFFICER

Norvin C. "Bud" Evans began his flying career in the USAAF in WW-II and has flown three combat tours in fighters in Korea and Vietnam completing close to 200 combat missions. After graduating from the USAF Test Pilot School in 1954 he spent 2 years in Fighter Test Operations at Wright-Patterson AFB, Ohio. He was then assigned to Fighter Test Operations at Edwards AFB, CA for the next 7 ½ years flying tests on all of the USAF Century series fighters. He was then returned to Fighter Test Operations at Wright-Patterson from where he retired as Commander 2 years later. Following 3 ½ years as G.E. Company Astronaut on the Manned Laboratory program he returned to flight testing, flying all of the Republic F-105G Wild-weasel tests. During the next 25 years he remained in civilian flight testing for several aircraft companies including chief test pilot on the Piper enforcer turbo-prop fighter, Gulfstream American's Peregrine and the BRICO "Sand Crab".

Bud has flown 203 different model aircraft during his 64 years of flying as a pilot. His highest flights have been in the Lockheed U-2 and his fastest in the MacDonnell F-15E. Bud has received 37 U.S. and foreign decorations and is a "Fellow" in the "The Society of Experimental Test Pilots".

He flew 2 USAF First Flights: N-156F and F-106C. He had civilian first flights in the: F-105G, Enforcer PE-201, Peregrine "2", Sand Crab (W/4 configuration changes) and YE-5R.

He has been serving on the Board of Directors for the Valiant Air Command Museum and TICO Airshow in Titusville, Florida for the past 13 years.

He is Chairman of the Indialantic, Florida Board of Adjustments and spends as much time as he can on the golf course.

Bud Evans

KEN TERRY-OPERATIONS OFFICER

I have been a member of the Valiant Air Command since February 2002. I have served as Operations Officer since January 2005 and am currently

serving in that office. I have served for three airshows and enjoy working with the current Board of Directors. The present Board is very cooperative and a pleasure to work with.

If re-elected I intend to continue to improve our airshows and make visiting the VAC and attending the museum a pleasure for our visitors.

Your support for my election to the Board of Directors in the position of Operations Officer will be greatly appreciated.

Ken Terry

NORM LINDSAY-FACILITY OFFICER

Thirty years service with a major airline starting as an aircraft mechanic. After six years I was promoted to shift foreman. Several years later served as shift manager ending my career as a Regional Director of Maintenance.

My military career consists of four years in the U.S. Navy and twenty-three years in the Air Force Reserves.

I have been a member of the VAC since August 1999 and a member of the C-47 crew where I continue to serve today. I, along with the rest of the working crew am committed to returning the Tico Belle to flight status as soon as possible.

During my tenure at the VAC it has been my privilege to serve as Personnel Director when that position became vacant. When the Finance Director position was vacated, I then moved to fill that position. I currently serve in the position of Facilities Director.

If re-elected I intend to continue improvements to enhance our visitors perception of our museum, to keep repair and maintenance cost at a minimum by accomplishing in house repairs when possible. We continually get praise from our visitors on the condition of the museum which is the best advertisement to entice their friends and relatives to visit the museum. I would like to take all the credit for the museum condition but it is mostly due to the efforts of our one part time employee, Roger, and our three volunteers Lester, Tommy and Leo.

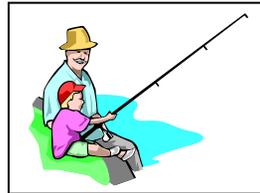
Your support for my re-election to the Facilities Director position is appreciated.

Norm Lindsay

FROM THE FRONT COUNTER, CRYSTAL GINGER & SANDY

Happy Labor Day!

Happy Grandparent's Day!



Enjoy Family Reunions!

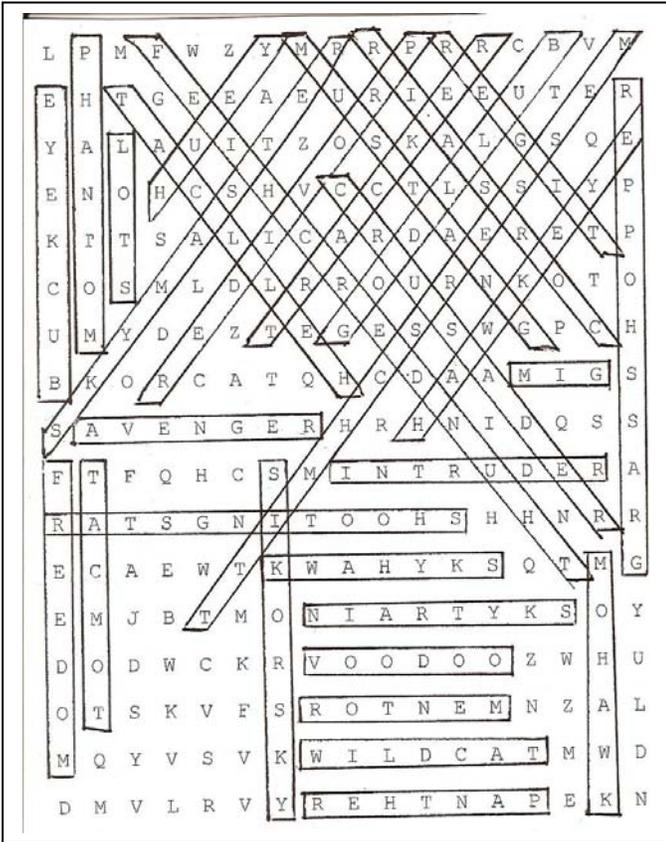
We had a successful Shuttle Day – over 200 visitors and busy the day after! Our stock is down. This is good. We are hoping to restock with new items real soon.

Anyone who has had a dream to build models and didn't get them started are most welcome to bring them in to sell in the Gift Shop. They are selling very well. So, clean your closets and bring in your unbuilt models. This is a way to help keep the dream alive and we surely appreciate your generosity! Thank you! Thank you! Thank you!

Crystal, Ginger & Sandy



Solution to Warbird Puzzle



“UN-SCRAMBLE” WORD SEARCH

This puzzle is a little different than the past puzzles. First unscramble the words, and then find them in the word search.

There are five types of aircraft engines, four Nose Art names, three types of propellers, two World War I aircraft and one well known and loved pilot on the VAC Board of Directors.

Five types of aircraft engines:

- 1) tonsip
- 2) lesup
- 3) dilara
- 4) mar
- 5) taroyr

Four Nose Art names:
(each has 2 words)

- 1) olnaeyga
- 2) phimesmlbele
- 3) yldackul
- 4) cotielbel

Three types of propellers
(2 words)

- 1) tansonctpedes
- 2) defix
- 3) lmut

Two W W I Aircraft
(2 words)

- 1) hiwopstmecla
- 2) riaoc

One well known and loved pilot on the VAC Board of Directors

- 1) ubdnvae (2 words)

