



UN-SCRAMBLE



OFFICIAL BULLETIN OF THE VALIANT AIR COMMAND
JULY , AUGUST & SEPTEMBER 2008



Right Engine Start!
Sweet Success!!!



“TICO BELLE”
Back to life with an engine start after nearly seven years of hibernation — Saturday, 28 June 2008.
Happy days are here again!!!

Left Engine Start!
Preservation Oil Burn Off!!!



2008 AirShow Marshallsers



Fourth of July 2008
Red, White & Boom



Marshalling B-25—More info inside



EAA Chapter 282 FLY-IN 28 June 2008



Carefree Vacations Tour Guides 29 June 2008

2008 TICO AIRSHOW MARSHALLING TEAM



**Volunteer Marshalling and Security Group
2008 AirShow**
Standing L to R: Dick Childs, Rick Matthews, Art Pylar, Mae Nonnemaker, Jim Reinne
Sitting L to R: Karl Rehbaum, Ed Rodig, Ray Huff
Not pictured: Sam Norris and Allan Proksel
The "Miss You" signs are for Tony Pietraroia who was under the weather and could not make it this year.

Everyone has an opinion about what is more important to an airshow and what they like best. Whether it's the static display of aircraft, the variety of vendors, the food or those beautiful aircraft as they arrive for the airshow. There is no doubt what the pilots of those beautiful aircraft think when they arrive at an airshow. And that is—that there is a professional, safety conscious, well trained marshalling team to lead them in safely to the parking area. Many of the aircraft cannot see forward from their cockpit and must S-turn to be able to see forward to taxi. That requires trust in the men and women on the ground who are assigned to them.

We may be just a bit proud here at the Valiant Air Command, but we think we have the best team around. For many years, they were guided by the very capable Ken Huxtable and now under the leadership of Art Pylar. The group has worked together at the airshow for many years. They have also marshaled at other fields as a group by request, such as our media day fly-in at Daytona Beach, at Jimmy Leeward's in Ocala and most recently they had the honor of being chosen to be the marshallers at The Gathering of Mustangs and Legends in Columbus, Ohio. Many of the group travelled to Ohio on their own to represent the Valiant Air Command on the ground. We are proud of what you do, and how you do it!!! You make us look good! Thanks to all the team!!!



"Time to rest. A job well done!"

VALIANT AIR COMMAND
Dedicated to restoring military aircraft
6600 Tico Road
Titusville, FL 32780-8009

Phone: 321-268-1941
FAX: 321-268-5969

Website: www.vacwarbirds.org

Email: vacwarbirds@bellsouth.net
Thank You!!!

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

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MUSEUM & GIFT SHOP

Open 7 days a week 9AM-5PM
Closed 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

COMMANDER'S REPORT

Hello to All,

By the time you get this, the 4th of July will be over; however, I do expect over 10,000 people on the Air Field at Space Coast Regional Airport, since Cocoa Beach has cancelled its fireworks.

I would like to thank the following for their assistance in anticipation of this event: Warden Rod James of the Brevard Correctional Institution for the loan of his workers for field setup on Thursday, July 3rd; Sergeant Frank Flake of the Brevard County Sheriff's Office, for the crew on Saturday, July 5th assigned in cleanup duties; and, Colonel Terry Yon, our "new and great" VAC Public Relations Officer, has really been a BIG help with plans and preparation for the "Red, White, and Boom" Titusville-Port St. John combined celebration. Also, a big thank you to the City of Titusville which includes Tom Abbate, Mike Woodward for the Fire and EMS support, and Scott Gaenicke; Commanders Doug Massey and Mel Williams representing the Titusville Police Department; Mark and Kathy Daniels for handling the many scheduled meetings; Marcia Gaedcke and the entire Chamber of Commerce organization for media coordination; Bubba Stitt for Security/Parking at the event and Joe Cross for his outstanding efforts in coordinating parking and traffic flow until the Air Field was cleared out; Michael Powell at the TICO Airport for all of his Site Support and his staff which includes Kelly Ginley, Kim Paschke, and Debbie Jimenez; in addition, Manager Gene Lamos and air traffic controllers at the Airport Tower for their support in enabling our Operations Officer Ken Terry and his crew of volunteer-pilots to maneuver a couple of flybys for crowd spectators who arrived prior to the Fireworks Display; to Norm Lindsay and Bob James who enlisted the aid of volunteer Mike Miller and VAC members Harry McNamara, Tom Etter, and Jim Owens for moving aircraft from the VAC Hangar to

the Static Line and transporting them back afterwards; to the staff who kept things flowing at the Museum all day, a big heartfelt thanks! An event such as this encompasses more than a spectator could ever realize, unless "he or she has been there and done that!"

As I just mentioned, Mr. Yon is our new Public Relations Officer and I would like to officially welcome him to the VAC Board of Directors. Terry brings many years of experience from the Army (now retired) to the Position of Public Relations. So "welcome aboard" Col. Terry Yon - great to have you with us!

Business in the Museum is off, not a lot, but a little. AirShow Donations are coming along a lot better this year than last year. I want to THANK ALL that donated thus far; however, we are still a LONG WAY from our goal of \$70,000. Nevertheless, I believe that we can and will reach this goal for the 2009 AirShow. The Tourist Development Council (T.D.C.) Grant has been submitted by Finance Officer Lora McCabe for the '09 AirShow and looks good so far; also, we will be applying for a General Operating Funds Grant through the Brevard Cultural Alliance. I contend that we will persevere in that endeavor also. I will keep all of you advised in future *Un-Scramble* articles.

Regarding other news: the S-51 Engine Repairs – (See Maintenance Officer Bob James' Report).

I am really excited on this! We have a new static aircraft – a Mig 21 (See Procurement Officer Bob Frazier's Report); and new tile in the Memorabilia Room (See Facility Officer Norm Lindsay's Report).

Happy 60th Anniversary to Joan and Jack Dorrell who celebrated the milestone in the newly-tiled Memorabilia Room with a small luncheon group from the VAC.

Anyways, I guess that's all for right now. Any questions, just call me.

2009 TICO WARBIRO AIRSHOW DONATIONS

We extend our heartfelt thanks and appreciation to the following individuals and business owners who have donated funds for the 2009 Tico Warbird Airshow as of 10 July 2008:

INDIVIDUALS

Mr. Roland V. Anderson
Mr. & Mrs. Donald E. Axinn
Mr. Lester A. Badger
Mr. & Mrs. George Baker
Mr. & Mrs. Donald Bailey
Mr. & Mrs. Herman Bayerdorffer
Mr. & Mrs. Dale Beltzner
Mr. Jeff Boyken
Mr. & Mrs. Emerson Buhlin
Mr. Mike Capito
Mr. & Mrs. Alfred D'Amario
Mr. Linc Dexter
Mr. William Dillard
Mr. Serge English
Mr. Thomas Etter
Mr. & Mrs. Michael Field
Mr. Frank Fleck
Mr. William Geiler
Mr. Norman Genkinger
Mr. C.J. Hall
Mr. Herman Harris
Ms. Bernice Haydu
Mr. Ray Hickman
Mr. & Mrs. Barry Holm
Mr. & Mrs. Donald Hussey
Mr. & Mrs. John Ingersoll
Mr. William Jackson
Mr. & Mrs. Marvin T. Juhl
Mr. Barry Keyes
Mr. Dave Knepper
Ms. Ruth Larkin
Mr. Donald Leathers
Mr. Albert Love
Mr. James Mack
Mr. Albert Martin
Mr. David Mathis
Mr. E. Harold Mays
Mr. & Mrs. Michael McDonough
Mr. Eugene Moriarty
Mr. Daniel Nettuno
Mr. & Mrs. Ralph Royce
Mr. Pat Sammon
Mr. & Mrs. William Schwendler, Jr.
Mr. & Mrs. Arvid Shook
Mr. Norbert Steinwedel
Mr. John W. Strickland
Mr. Robert Tullius
Ms. Barbara Wilder
Mr. Paul Woodard
Mr. Walter Yocum
Mr. Terry Yon

BUSINESSES

Mr. & Mrs. William Conway
(Conway Enterprises, Inc.)

Mr. & Mrs. Vaughn "Sandy" Crile
(Red Carpet Helicopters, Inc.)

Mr. Andy Pedersen, Pres.

On behalf of MAPA (Melbourne Area Pilots Assn.)

NCCI Holdings, Inc.

(Matching contribution from Gail Nichols' donation)

Mr. Jay Wisler

(Warbird Parts and Memorabilia)



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 2009" in the memo portion so that we can credit it to the proper account. Donations can also be made by credit card. If you are currently receiving our Unscramble, you will be receiving a Donation Request Letter in early August. **For those who have generously made a contribution already, we will not send out an additional request! *Any donation is gratefully accepted and appreciated.***

The following chart shows our goal and the donations 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.



Lloyd Morris

EXECUTIVE OFFICER

I think that it is important that we give high praise to the members and Staff who donate so much of their time supporting special weekend events that help tourists enjoy our museum. The three day Memorial Day Open House was another example of members coming in to stand-by aircraft to talk to visitors about the particular aircraft and its history. The Hot Dog Stand was as always, very popular and the "Greeters", Lloyd, Terry, etc. kept the crowds moving and well informed about the organization plus doing a great recruiting job. There are too many ladies and men to list names of those who gave their time to make the weekend (Friday-Monday) another big success.

We have received another great story from Mr. Parsons which appears in this issue. I know that all of you members have aviation stories that would interest all of us. Please search your memory bank and send them in so that we can all enjoy them.

N.C. "Bud" Evans

OPERATIONS OFFICER

No matter how hard you try there is always something you miss.

THANK YOU ONE AND ALL for all the help you gave me and the VAC during the AirShow and throughout the year.

I will try to remember to thank each of you personally when I see you.

The following is reprinted from by permission from ICAS; please keep this in mind at TICO 2009.

SAFEGUARDING THE SACRED 30 MINUTES

For years, performers and event organizers have recognized the critical nature of the 30 minute period immediately prior to a pilot's airshow performance. Beginning this summer, ICAS is embarking on an informal program to remind performers and event organizers of the importance of this "sacred 30 minutes."

The flying done by airshow performers is inherently dangerous. The margins are tight and attention to detail is critical. One of those details is ensuring that the pilot is mentally prepared to perform this demanding brand of aerobatic flying.

During the 30 minutes before they fly, performers will take a few minutes to watch an earlier performer to see the smoke drift at altitude and consider how it will affect his or her maneuvers. The performer will mentally - and, in some cases, literally -- walk through the entire routine. Hands "fly" through the maneuvers as he or she dances back and forth on the ramp, twisting and turning. Once finished with the mental preparation, there still remains the walk-around, strapping in, running through aircraft checklists and starting.

During this time, the last thing the performer needs is a distraction. And distractions can come from almost anywhere at an airshow. They can come from a last minute fuel truck, a failed smoke oil pump or spectators wandering through the hot box.

Distractions can also come from sources outside the event. Just because a performer leaves home doesn't mean that the concerns of every day life get left behind. A sick child, financial troubles or a cell phone argument with a spouse can all create a distraction.

Pilots learn early in their flight training to compartmentalize. They leave issues related to the rest of their lives on the ground when they prepare to fly. To successfully compartmentalize, performers need to focus and they need the time before they fly to get in "the zone" and put those distractions behind them.

Event organizers and performers need to work together to preserve the sanctity of those 30 minutes. Everybody who might be in a position of being or causing a distraction should be made aware of the importance of mental preparation during that last half hour. Performers should take steps themselves to separate themselves from the activities of the show during the half-hour just before their performance. Minimize the distractions and give performers the opportunity to focus on the task at hand: safely entertaining the airshow audience.

I would like to point out that you can go through this article and replace performer with pilot and replace airshow with flight. Each and every flight we make – as a pilot – or passenger – or we observe as a bystander - must contain this time period (even if only a few minutes) and the same thought process of planning the flight must take place and distractions are just as dangerous. The preparation is mandatory for every flight! Yet different for each

flight – depending on the “mission” of the flight and the experience level of the pilots – and yes – even the experience level of the passengers – for they must be briefed also! This preparation requirement is part of the Federal Air Regulations (commonly known as “FAR’s”)! Passengers that do not participate in the preparation (briefing) –cannot participate in that flight. Regardless of the mission! Sometimes individual pilots simply cannot take a passenger, because of their particular situation, insurance, aircraft equipment, etc.

As VAC Members when we are around someone preparing for a flight we have a very solemn and moral obligation to assist our pilots – and passengers (or wannabe passengers) – explain the necessity of the briefing – and honor this private time period before each flight.

Every effort will be made to accommodate everyone (especially VAC Volunteers) that would like to participate in flight activities. If they are able to take a passenger most pilots relish in doing so. But once the briefing has started - it is WAY to late (and dangerous) - to ask for a ride on that particular flight. Just let someone know, in advance, and you'll eventually get you a ride.

Please keep this in mind anytime you are around aircraft and crews.

The on again off again “Red, White, and BOOM” 4th of July event is history. I wish I could give you better news on that issue but the truth is things were changing faster than a new born baby's diapers the last few days before the event. The City of Titusville and the County of Brevard encountered some problems with their financial support of the flying portion of the event (just look around - many Communities totally cancelled 4th Celebrations) so we asked the pilots to step up to the plate and make it happen anyway. Bruce Boswell, Jim Goolsby, Bill Mills, and Dick Russell did just that and we had three flybys in preparation for the evening fireworks. Thank you Gentlemen! The crowd was outstanding!

The Best Western Space Shuttle Inn, once again, gave us a great room rate for those who wanted to stay overnight. Thanks - Again - Tommy, Lisette, and crew!

Blue Side Up
Respectfully submitted,
Ken Terry

MAINTENANCE OFFICER

C47 - On June the 28th, 2008 we made VAC history as the "Tico Belle" finally made loud sounds and blew out the preservation oil that had for too long been preserving its internal engine surfaces. Yes, it started up with little effort and both engines ran smoothly (one at a time). It was music to my ears!! It has taken a long time to reach this point in our C47's repair cycle. I certainly am proud of our maintenance team that has persevered over the last seven years through the many high and low points on this journey. My thanks to all of our volunteers and contributors that have made it possible to get to this point.

Many of the engine performance figures were just as expected (mags, grounding checks, prop cycles and feathering pump action). That is not to say everything was perfect as we developed a list of items that require additional attention, but as I write this a week later half of those items have been worked off. This milestone puts us in reasonable shape to be ready to fly later this summer or early fall.

I would direct your attention to an interesting web site from England by Neil Stevens. He is the unofficial historian for the 437th Troop Carrier Group (includes the 83rd, 84th, 85th & 86th Squadrons) that our "Tico Belle" served in (84th Squadron) during the Normandy Invasion. Catch his site @ www.yitkv.co.uk. Under 437th Troop Carrier Group "A true survivor" there is info on our C47 and a photo of it (s/n 2100591) on a captured airfield in Europe with German aircraft in the background.

TBM - Work has been slow on the TBM as most of the maintenance team has been concentrating on the "Tico Belle". Bob Munsey the prime coordinator for the TBM has been "out of action". We all hope that he will be up and around very soon to continue planning the electrical rewiring.

Robert E. James



PERSONNEL OFFICER

MEMORIAL DAY

The weather was good as was the turnout for the Valiant Air Command Warbird Museum's Memorial Day Weekend Open House. The Museum provided free entry for all Brevard County residents and for all Military, active and retired. This popular annual event provides the VAC an opportunity to thank the local residents for their community support. Overall attendance for the Weekend Event was very good. The total number of visitors was very close to 3,000 at the last count. Special thanks go out to all the volunteers from all areas of the VAC who took time away from their Memorial Day Weekend to help make this event the great success it was.

KNIGHT'S ARMAMENT, INC.

Knight's Armament, Inc. hosted a special tour for members of the Valiant Air Command that was both enjoyable and informative. Their application of modern manufacturing techniques and the quality of their products was impressive. Highlighting the tour was the Armament Museum, an awesome collection of weapons and repeating firearms. Thanks to Knight's Armament, Inc.

ELECTIONS 2008

The following is a List of Offices and Terms of Service that will be up for election this year. If interested, you must comply with VAC procedures. To qualify as a candidate for office you must be a member in good standing of the VAC. A qualified member that is interested in running for a Board of Director's position or an incumbent seeking re-election to the same or another Board position must file a Letter of Intent with the Board of Directors. The letter must contain the following: (a) The position for which the member is intending to fill; (b) The signature of the member who is seeking the position; (c) The signatures of two (2) members in good standing of the VAC who endorse the placement of the candidate's name on the ballot. In addition, a biographical history must be submitted at the same time as the Letter of Intent. Brief autobiographical histories, less than 250 words, are suggested.

The Office of Commander requires previous service as a member of the Board of Directors. Please contact the administrative office for a copy of the

duties of a Board of Director's position that interests you. The Valiant Air Command Board of Director's is considered a "Working Board" position.

OFFICES AVAILABLE

FULL THREE (3) YEAR TERMS - 2008 – 2011

Commander (Incumbent) Lloyd Morris
Maintenance Director (Incumbent) Bob James
Public Relations Director (Incumbent) Terry Yon

Autobiographical histories, together with your original Letter of Intent and required endorsements, must be received at the VAC Headquarters by 5:00 P.M., August 15th. The candidates and the position they are running for, as well as their autobiographical histories, will be published in the October issue of the *Unscramble*.

Bob Boswell

NEW & RENEWALS 21 MAY – 15 JULY 2008

CONGRATULATIONS TO NEW MEMBERS:

Barden, Robert J. / Barden, Marge (Lifetime)
Foley, Charles F.

RENEWAL MEMBERS

Buhlin, Emerson C.
Castro, Charles C.
Foley, Robert M.
Gibson, "Hoot"
Hillery, Paige L. / Hillery, Barbara E.
Leathers, Donald A.
Leeward, Jimmy / Leeward, Bette L.
Lyons, Rodger V. / Lyons, Jean N.
McLeod, Thomas F. / McLeod, Catherine F.
Morris, Lloyd W. / Morris, Gay B.
Parsons, Stanton V. / Devaney, Julie J.
Peiffer, R.J. "Dick" / Peiffer, Nicki (Lifetime)
Pound, Jr. Frank R. / Pound, Betty
Sietsma, Larry / Sietsma, Sherry
Talbot, Franklin F. / Talbot, Ruth
Tanner, Charles M. / Tanner, Nancy P.

FACILITY OFFICER

After a long battle, the present Board of Directors voted to approve the funds necessary to remove the old worn and stained carpet in the front half of the memorabilia room and replace it with tile. The project was completed the first part of June and comments have been positive. A lot of work went into removing and replacing all the items,

showcases etc. Thanks to all who lent a helping hand. The tile contractor did a great job in completing the project at night to lessen the impact on our visitors.

Painting also continues at a fast and furious pace. We obtained over 20 gallons of paint over the past years from donations and we are down to two or three gallons remaining. As you can imagine anything that doesn't move has been painted.

With all the work that has been done over the past few months we still need volunteers for help in the auto shop and odd jobs that come along. Need something to do???? Call us at 321-268-1941.

Norm Lindsay

PROCUREMENT OFFICER

It has been several months since we last reported and the long hot summer is upon us. Along with this and the high cost of gas, it seems that people are keeping closer to home projects. With this there has been a significant increase in donations to the Museum.

A large donation of aviation books, aircraft operation and maintenance manuals, German World War II helmets from the Battle of the Bulge, aircraft instruments and a considerable amount of aviation education material has been received. It was part of Bob Newkirk's aviation career.

An exceedingly large group of historic aviation artifacts was received from the Estate of USN Capt. Ian Brown. It included flight helmets, flight jackets, combat and survival equipment, naval aviation books and charts, aircraft instruments and numerous other Navy items. Capt. Brown was a TBM pilot in World War II and had a career in helicopters and airships.

The Museum now owns a Russian MiG-21U fighter including engine. After extended negotiations Stephen M. Trudick of Burton, OH donated the aircraft and covered all costs of disassembly, shipping, transport, packing and materials. The aircraft is now being reassembled.

On the paperwork side we have received a new and very detailed Conditional Loan Agreement from the U.S. Marine Museum to cover the F8U Crusader aircraft. Some details need to be worked out before signing.

A6E Intruder – The plan to configure the aircraft to its combat suit continues. Additional more current missiles are being obtained from the Navy Museum, Pensacola. Stan Parsons and his Navy crew will pick up and install the weapons.

Since the C-47 Skytrain is the Aircraft Father of our Museum, it received a Father's Day card and donation from Elizabeth Frazier Clark.

Now that we are almost at the end of this report and as you read it we may have a beautiful AirShow F-86 on loan and in the hangar.

It has been a busy couple of months, but we THANK the owners of the donations.

Bob Frazier

PUBLIC RELATIONS

It's been a busy time around the Public Relations shop; how many of you have seen the "Florida On a Tank Full" program on Bright House's Central Florida News 13? We had a really good show with them and lots of visitors, who over the past couple of weeks have mentioned that they came because they had seen the show – we even had a couple of folks from their sister channel; Bay 9 in Tampa. It's still on channel 300, cfnews13 on-demand, if you are interested. The museum is also finalizing plans for our participation in the big Red, White and Boom, combined Titusville/Port St John, 4th of July celebration. In connection with that, we are expecting a really good day at the museum on the 4th of July, as we are tied into all the publicity. Additionally, in an effort to break into the tour group segment of the travel market we hosted 42 travel agents from Carefree Vacation Tour Guides at the museum who were in the area to primarily look at Port Canaveral. We were lucky enough to hear about this and get their bus to come to our museum for an hour. They had a great time during their tour and everyone was not only complimentary, but enthusiastic about setting up future tours to our facility. It was a terrific success for everyone!

Great thanks to the tour guides who came in extra to help out!!! If you have not visited our website lately, we have made some good changes thanks to Dave Rich; check out www.vacwarbirds.org. Finally, we continue to advertise the museum for special occasions, luncheons, etc. and market ourselves to social and fraternal clubs, as well as to

the Brevard County School System for educational tours and guided field trips.

Terry Yon

PROJECT RESTORATION OFFICER

Once again the Grumman Gremlins Restoration Team is in a state of hiatus. A large percentage of our members are away on vacation or visiting family.

The F11-F Tiger is in the process of having its damaged canopy glass removed. The damaged pilots' windscreen panels were also removed. We are waiting with bated anticipation the afore mentioned replacement panels that we contracted for to arrive. After they arrive, they will have to be custom fitted to their structural counterpart. We also have tires and wheel assemblies on both main gears. The nose gear axle bearings will have to have adapter bushings machined to accept the new buckeye tire rims and tires. As you may have gathered from our above notes, there are no standard parts available for the F11-F Tiger. A part of the task and challenge before us is to either adapt or manufacture parts.

The TA4-J Skyhawk is awaiting the assembly and installation of the center pylon assembly, which will house an AERO-7A bomb rack. The bomb rack is needed to support the personnel equipment tank.

George "Dutch" Graefe

EVENTS COORDINATOR

Recent events held at the V.A.C. include:

A total of about 100 third grade students from Longleaf Elementary School of Melbourne, Florida came up in 2 separate groups by bus on May 14th & 15th and toured the Museum. They were very well mannered and seemed to have an enjoyable time. They had bag lunches out in the Display Hangar along with some proud parents who chaperoned and joined in the experience. Thanks to Ann James for putting together some goodie bag treats for the kids (she had a chance to see her nephews from the school too)!

The Brevard Cultural Alliance (BCA) of Viera held a mid-morning Advisory Board Meeting in the upstairs Library on June 5th. About 20 participants attended and Kathy Engerran was very pleased

about the hors d'oeuvres served and the overall setting provided on the premises.

A "surprise" Anniversary Luncheon for Jack and Joan Dorrell was held in the Memorabilia Room on Thursday, June 26th. The potluck luncheon honored and celebrated their 60 years of wedded bliss. Thanks to everyone who attended and brought in the yummy dishes.

The EAA Chapter 282 of Clearwater, FL had a fly-in on Saturday, June 28th, arriving en route from a morning breakfast in Bartow. The 12 arrived in 5 planes and were lucky enough to arrive just in time for the C-47 engine test runs. They toured the Museum and are eager to come back with others. You can bring up their website www.eaa282.org and read the details of their trip to and from the V.A.C. in their publication "*Pelican*".

On June 29th, 42 tour guide operators arrived at the Museum in the afternoon on a chartered tour bus, taking in Florida Space Coast's many attractions on a 2-day schedule. Thanks to Col. Terry Yon, USA (Ret) for lining up our tour guides for the special event and also to Mr. Jeff Fox, Group Travel Specialist with Carefree Vacations Services for coordinating the FAM Trip and including us as a destination. The participants received one of our very own pilot bags filled with VAC memorabilia and information about the Museum. We hope to see some bookings in the near future from these Group Leaders and they are excited about planning ahead for AirShow '09.

Embry-Riddle Aeronautical University has scheduled four group tour dates during mid-July as part of their Summer Academy. A total of 59 persons will participate and thanks to Terry Yon for ensuring the extra volunteer tour guides. We thank Director Pamela Peer at ERAU for embracing the educational facets that our Museum offers in the community.

On Wednesday, July 16th, the Memorabilia Room served as a backdrop for a Community Leaders Luncheon that was hosted by Mr. Michael Powell (TICO Airport Authority). The monthly get-togethers are rotated by host and location, and he proudly chose the V.A.C. Catering was provided by Make-It Take-It Meals in Titusville. Thanks Mike!

We have a large group of home-schooled students already making plans for November. Also, the MAPA (Melbourne Area Pilots Association) is

meeting in the end of July and trying to set up a date for a catered luncheon/tour of the Museum. A few of them are V.A.C. members and we welcome them for a visit!

On July 31st, a small potluck luncheon will be held to celebrate Ginger Utz's 50th Birthday. If you would like to join in, contact Phyllis Lackey or Sandy Brister for more details. We had a wonderful surprise birthday party for Sandy in the Café and even had Elvis (yes, from AirShow 08 dinner) made a phone call wishing her "Happy Birthday" with a serenade. Thanks to Phyllis Lilienthal for providing a DVD copy so it can be long remembered.

We are currently advertising the facilities available at the V.A.C. for gatherings, meetings, luncheons, etc., so please call if you or someone you know would like to plan something in the near future.

Phyllis Lackey

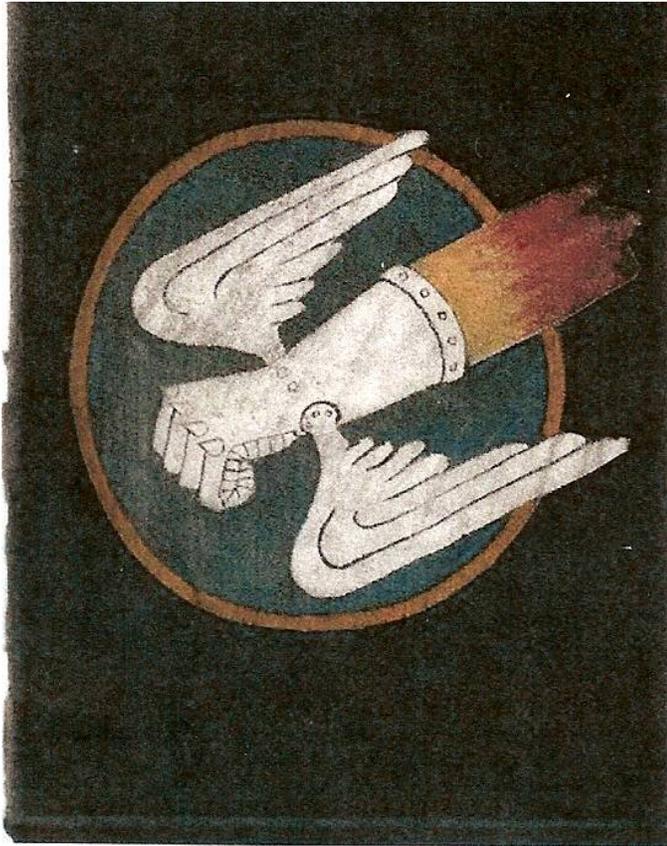
AVIATING WITH EVANS JULY-AUG 08

OOPS! NOT ALL INNOVATING DEVIATIONS ARE APPRECIATED

I was a fairly new member of the 71st Fighter Squadron, 1st Fighter Group at March Field, California in early 1948. Although there were four 2nd Lt.'s in the squadron I was by far the most experienced. The other three had recently received their Pilot Wings after graduating from West Point. I had been a Flight Officer during WW-II and been Commissioned 2nd Lt. in the Army Air Force Reserves after leaving the service and flying with the newly formed USAAF Flying Reserve. Following a year-and-a-half with the Reserves, I received a Commission as 2nd Lt. in the Kentucky Air National Guard where I flew P-51D's just prior to going back on active duty in the newly formed United States Air Force.

I was fortunate to be assigned to the 1st Fighter Group which was the first USAF Fighter Group to be fully equipped with the F-80B "Shooting Stars". The Group was loaded with many WW-II Fighter Aces so I was unique in the fact that I was only a 2nd Lt. but was a fairly high time pilot. I was very current in flying Fighters when I arrived at the 71st Sqdn. The pilots in the 1st Group had gotten very little flying time during the previous year because the Group was being re-formed and had many problems with the new jet technology. I had flown 165 hours in the P-51 during the prior 3 months

when many of the pilots in the 1st Group had to fly co-pilot in C-47's in order to get their 4 hours flying time a month to receive their flight pay.



71ST FIGHTER SQUADRON INSIGNIA

Initially I was treated as a new pilot until I proved that I was capable of flying with the "Big Boys" and had no problem flying all of the assigned missions. (Although I was always assigned the No. 2 or 4 position in flights). We had an un-scheduled 12th Air Force Inspection which called for our 71st Squadron to fly a night mission. Our assigned mission was to proceed to each of our assigned areas and to fly within the boundaries of these areas at altitudes compatible for jets. Each 2 ship flight was given a take-off time and a scheduled landing time. I was surprised when the schedule board showed me as the flight leader of our 2 ship flight. My wingman was 1st Lt. Hughe Cameron. It didn't concern me about leading the flight as I had done that in other aircraft many times before. I couldn't understand why they had assigned that responsibility to me for the first time in the P-80 on an exercise being observed by the Inspection Team? I was pleased that they were giving me chance to prove that I could perform the job.

Our take-off times were made just prior to darkness and after take-off I climbed out to the East through Beaumont Pass between Big Bear Mountain to the North and San Jacinto Mountain on the South. From there I proceeded over Palm Springs. We were to maintain radio silence so I had not communicated with Hughe other than by hand signals. San Jacinto Mountain was over 10,000 feet high and March Field was located almost at the Western base of the mountain and our assigned area was east of the mountain.

While climbing through 15,000 feet I looked at Cameron and he gave me a hand signal tapping his oxygen mask. I interpreted this to indicate that he was suffering an oxygen system problem so I immediately dropped down to 10,000 feet. I kept checking on him and he seemed to have no problems. I throttled well back to conserve fuel so as to be able to stay airborne until my schedule "Return to base time". It was my decision to complete the mission as an abort would obviously be negative points from the Inspection Team.

We tooled around at 10,000 to 12,000 feet through the Salton Sea Valley dodging the airliners that in those days mostly operated below 10,000 feet. When it was my time to call the tower for landing, I climbed up to clear the mountain and made my call. I was surprised by the urgency in the reply from the tower operator as he asked where I had been. Keeping my radio call to a minimum I said I was at the assigned approach fix. They notified me that there had been a recall of all aircraft due to fog lowering the visibility at March Field. That was a sudden shock and as I searched the area all I could see was the glow of light spots in the top of the fog showing me the towns throughout the valley all the way to Los Angeles. My closest alternate was Norton AFB about 20 miles away but the tower notified me that it was closed due to the fog. Victorville was the next alternate but it was out in the desert and very likely too far for the fuel we had remaining. Flying over the radio beacon at March I could make out the runway lights from my position directly overhead. Making a tight close-in circling approach I had no problem keeping my approach in close enough to make the usual "360" pitch-up pattern. For a few moments I became concerned when Cameron didn't make the required call: "Base, Gear Down and Checked". My sudden concern that he might have had a problem making the low visibility night pattern was answered when, checking my rear view mirror I could see his landing light behind me.

It was hard for me to understand why the “Brass” was upset with me. In my mind I had completed the assigned mission with the exception of not being able to receive the “Recall” order. I was treated as though I had screwed up by not hearing the re-call order. I was at too low an altitude for the tower to reach me due to the Base’s proximity to San Jacinto Mountain blocking the signal in the area in which I was flying.

Hughe had radio transmitter problems and not oxygen failure but gave me the “Oxygen Problem” signal. Being a young Gung-Ho Fighter Pilot I really felt that I had adjusted my flight plan to be sure of successfully completing our assigned mission. I guess the “Brass” didn’t seem to appreciate my efforts. The fact that we returned on the scheduled landing time successfully must have made their decision to recall all of the Squadron seemed pre-mature and made them look weak. At least that was my attitude at the time.

It became apparent during the next few weeks that I was the “Bad Boy” in the Squadron but shortly thereafter I received orders to Japan. I was due for that assignment as I had no “overseas” time and most of the Squadron had served “overseas”. It worked out to be a good move and when several of the 1st Group pilots followed me to Japan a few months later they were assigned to the squadron where I was a Flight Commander. The 9th Fighter Squadron in the 49th Fighter Group in Japan was the only Fighter Squadron in Japan to be equipped with Jet Fighters in 1948. They were F-80A’s which was the older version of the F-80B’s that we had flown at March Field. When the Korean War began our 9th Fighter Squadron had a high level of Jet fighter experience and a majority of our pilots had started their jet flying with the 1st Fighter Group at March Field.

N. C. “Bud” Evans

©

DID YOU KNOW?

Welcome to formal introduction of a new column from your friendly Public Relations Office that will examine some interesting and perhaps unknown facts about our various aircraft, exhibits, displays or historical happenings pertinent to our Museum. This edition contains a few things about the F-8 Crusader we have on display. Did you know it was the first military airplane of any U.S. Service to break the 1000 mph barrier? It’s truly a unique aircraft with one very hefty engine! Next time you

are here, check out the wings. They actually tilted some 7 degrees to allow it to take off and land in a shorter distance -- like on an aircraft carrier! It was known as the “last of the gunfighters,” because it was the last U.S. fighter designed with guns (actually “cannon”) as its primary weapon. U. S. fighter aircraft are once again being fitted with guns, largely due to the Vietnam air war experience. Missile-only aircraft were at a distinct disadvantage in the environment many thought passé --- the *dogfight*. The Crusader with its guns, and Crusader drivers well versed in dog fighting, led to resurgence in gun-equipped aircraft, and a renewed emphasis in ACM -- Air Combat Maneuvering. Finally, as our aircraft sits, you will see the wing tips folded up in the normal method you would expect on an aircraft carrier. There is a small club of Navy and Marine aviators (primarily from Da Nang, RVN and Naples, Italy) that have the dubious distinction of having actually taken off with the wings in the folded condition and survived to fly the aircraft around and land it. This always happened at night, mostly after hot refueling and when the pilot was in a hurry to get back airborne. Speaks volumes about the aircraft, and perhaps for the pilots, but definitely not something I think I would like to try!!!

Terry Yon



WATER, WATER EVERYWHERE... ER, WELLLLL

It was a warm, sunny morning aboard USS Midway (CV-41) in the Indian Ocean, north of the island of Diego Garcia. We were transiting northwest up to the Arabian Sea to an area called “Gonzo Station” which was located just east of Oman and south of the coast of Iran. Midway was the Navy’s oldest carrier still in service at the time and she had four water evaporators which pumped out fresh water for the ship’s boilers to use for propulsion.

The availability of fresh water aboard an aircraft carrier is always a concern, particularly aboard a non-nuclear powered carrier. There were a lot of priorities for fresh water – the first being propulsion and the last being for human consumption, i.e. – showers. During normal operations, one evaporator would always be out of service for preventative maintenance which would leave three in operation. Unfortunately, Midway suffered a casualty on one of the other evaporators and now we were struggling to continue on only two.

Part of a sailor's training aboard ship includes the procedure to take a "Navy" shower (and I'm sure there are a lot of sailors out there who know what I mean). The Midway had shower stalls which were equipped with a small showerhead on a hose. You had to depress a small button on the showerhead to get the stream of water going (and you never knew if it would be piping hot, freezing cold or mixed with JP-5 jet fuel). One had to soak down with the showerhead and then place it back in its cradle, at which time you soaped up with your bar of soap. Once you were soaped up, you used the showerhead again to rinse it all off – you were done at that point.

While at sea, most of us pilots tried our best to stay in shape aboard ship and it wasn't always easy. Many of us jogged on the flight deck when there were no flight operations taking place. After a good jog, we would go below, shower, get dressed and then go to work. Oftentimes, when fresh water would be an issue, the engineers would secure water to the various shower locations in order to conserve.

Midway was still struggling with fresh water issues and the ship's Executive Officer was befuddled. He created a daily chart that was depicted on the Ship's Plan of the Day that he called "The Fresh Water HOWGOZIT". The line he drew on the chart kept showing an ever-decreasing line. Parts of the evaporator were on the way from the United States but it was going to take some time to get the parts, install them, and get things going again.

In meetings with the other Department Heads aboard ship, the Executive Officer became convinced that "those damn joggers must be taking more than one shower!!!" He directed that the Ship's Master at Arms force post a petty officer up on the flight deck with a clipboard to record joggers' names so he could begin tracking who "those damn joggers" were. As I ran by the MAA petty officer, I

had to tell him Lt. Parsons, and he recorded my name on his clipboard. Another jogger ran by the company of two, other joggers and the MAA petty officer yelled "YOU!!! WHAT'S YOUR NAME????!!!" The jogger yelled "KIRKSEY!!!" The petty officer yelled "KIRKSET??? WHAT'S YOUR RATE???" The jogger yelled back "REAR ADMIRAL!!!!!!!" Joggers were left alone forever after that. Midway finally fixed the water evaporator and we proceeded on to perform our assigned mission (jogging occasionally on the flight deck). We DID hear that the ship's Executive Officer wore a hole in the carpet of the Admiral's office as he did a rather lengthy "rug dance" in front of the Admiral's desk and his two Marine aides that had been with him, jogging on the flight deck on that fateful day. Soon after, there was lots of "Official U.S. Navy" photographs of Admiral Kirksey posted all over the ship as well.

CDR Stan "Rainman" Parsons, USN, (Ret.)
 VAQ-136
 USS Midway, CV-41
 1979-1982

HANGAR HAPPENINGS

- 15 Jul. VAC Board of Directors Meeting
- 15 Aug. Letters of Intent & Autobiographies for B.O.D. positions due for Commander, Maintenance & Public Relations
- 19 Aug. VAC Board of Directors Meeting
- 26 Aug. Taste of Titusville
- 06 Sep. First 2009 AirShow Meeting
- 16 Sep. VAC Board of Directors Meeting
- 11 Oct. Second AirShow Meeting
- 18 Oct. General Membership Meeting/Dinner
- 21 Oct. VAC Board of Directors Meeting
Nominations for B.O.D.
- 08 Nov. Third AirShow Meeting
- 15-16 Nov. Veteran's Day Weekend Open House
Planes, Trains & Automobiles
- 18 Nov. VAC Board of Directors
Election of B.O.D.
- 06 Dec. Decorate Museum for Christmas & Volunteer Luncheon Election Day
- 13 Dec. Christmas Dinner
- 10 Jan. 2009 Fourth AirShow Meeting

The ultimate responsibility of the pilot is to fulfill the dreams of the countless millions of earthbound ancestors who could only stare skyward ...and wish.

GET WELL WISHES

Get well soon Marilyn Bettencourt and remember vote Republican!!!

Get well soon Bob Munsey, we need you restored and back on the line!!!

Tina de la Santos is recovering and doing better.

MEMBERS GONE WEST

Patrick Whitehouse
"Dutch" Graefe's Mother-in-Law –
Bertha Evelyn Hatter Underhill

Gryphon Group Bakers

BAKERS FOR JULY, AUGUST & SEPTEMBER

JULY

- 01 – On Vacation
- 08 – On Vacation
- 15 – Ann & Joan
- 22 – Frances & Margaret
- 29 – Ann & Jean

AUGUST

- 05 – Ann & Jean
- 12 – Gay & Joanne
- 19 – Joan & Lorraine
- 26 - Frances & Margaret

SEPTEMBER

- 02 – Ann & Jean
- 09 – Gay & Joanne
- 16 – Joan & Lorraine
- 23 – Frances & Margaret
- 30 – Ann & Jean

FROM THE FRONT COUNTER
Ginger & Sandy

Welcome New Tour Guides. We are glad to have you join the VAC family.

We hope everyone had a great Fourth of July and joined us to watch the Fireworks Display here at the VAC.

The tile floor looks beautiful!!!

New items in the Gift Shop – Hawaiian Shirts with helicopters, NO Touch & Go Shorts and Tank Tops.

Happy Birthday Ginger – she's going to be the BIG "50"!!! Come say "Hi"!!!
Happy 60th Anniversary to Jack & Joan Dorrell!!!

THANK YOU FROM JOAN & JACK DORRELL

Dear VAC Friends,

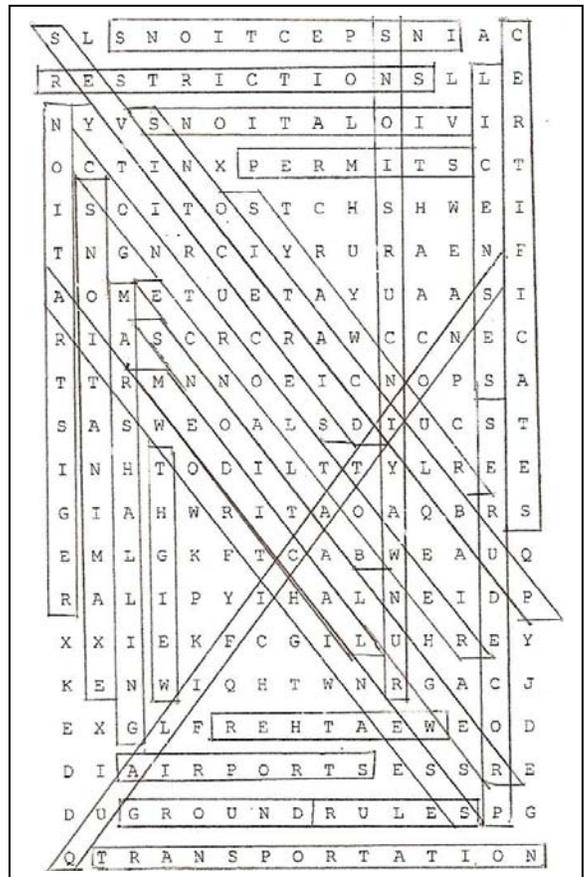
We thank you for our surprise 60th Anniversary Luncheon – and what a surprise! Since we were pleasantly shocked we feel we did not thank you properly for your gifts, delicious food and most of all for your thoughtfulness and being at our party.

We could not ask for a more loving extended family.

Love,

Joan and Jack

FEDERAL AVIATION ADMINISTRATION
SOLUTION



Flashlights are tubular metal containers kept in a flight bag to store dead and or corroded batteries!

AVIATION LIGHTS & LIGHTING

DH82A TIGER MOTH

A famous person made this statement:

“Everyone loves a Tiger Moth”! I believe the explanation goes like this.

1) It was easy to fly and forgiving, so new students soon became confident and were keen to progress.

2) The instructors were soon able to climb out of the front cockpit, together with their parachutes and with a friendly wave, send their young student off on his first Solo Flight.

By the outbreak of World War II, a large number of British and Commonwealth pilots had been introduced to thrills of flying in that basic trainer. Flying schools had been started up in Canada, Australia and Africa. After Primary Training most pilots would continue on the famous T6 (Harvard). The North American T6 was known as the “Pilot Maker”.

The combination of training on the TIGER MOTH and the T6 provided the necessary experience for RAF pilots to convert into a combat aircraft without any problem. Even on to the early jet fighters (Meteor Vampire Shooting Star Era).

It must be noted that various Bi-Plane aircraft used to train United States Military Pilots were just as good, for the same reasons that have been mentioned. The Boeing Stearman/Kaydet is a good example.

Both the P-17 Stearman and the DH82A were doing a great job in the 30's and 40's. About 10,000 were made of each aircraft and eventually they were both in service to about 90 different countries throughout the world.

John Kirk
Tour Guide



NOTE: Correction for Page 2 Due to publication deadline, name should be **Allan Proksel**.

H C T I W S E C R U O S O S T U L L
T I X E G E S T R O B E D A D L I E
L I G H T C A N D L E S X N R N G N
N E C A U T I O N R F I U O O M H A
I Q L E N O Z A R L W O L I G U T P
B A G G O R S F Y A R O T T M R S L
A C D P N E O B Y G C A Y A O T E O
C C G V N A Y H K P N D O G B C N R
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A G O S I C O A T O W D W N N A O T
E O I M A N G P R I O O E A U C D O
B V G T E E G B Q D N W L L Y H E R
N P I N T E N S I T Y G N I N R A W
C O S C U U T N E M U R T S N I B E
N R I D I N G N I H S A L F B E A M

Advisory	Flashing	Position
Alternating	Fly By Light	Riding
Anchor	Ground	Runway
Anti-collision	Hung	Sector
Approach	Identification	Sensor
Beacon	Illumination	Source
Beam	Instrument	Spectrum
Cabin	Intensity	Steady
Caution	Landing	Strobe
Color	LED	Switch
Control Panel	Light Candles	Taxi
Coverage	Light Sensitive Diode	Taxiway
Dihedral Angle	Locator	Unbroken
Dome	Low Voltage	Visibility
Edge	Navigation	Warning
Exit	Obstruction	Zone

Basic Flying Rules: “Try to stay in the middle of the air. Do not go near the edges of it. The edges of the air can be recognized by the appearance of ground, buildings, sea, trees and interstellar space. It is much more difficult to fly there.”

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ADDRESS SERVICE REQUESTED

Do you have a favorite recipe you would like to share?
We will publish it in "From a Member's Kitchen"
Thank You!

FROM A MEMBER'S KITCHEN

Pecan Pie Trifle

1 Edwards Pecan Pie, frozen
12 oz. softened cream cheese
16 oz. Cool Whip
 $\frac{1}{2}$ cup hot fudge sauce
 $\frac{1}{2}$ cup caramel sauce
1 cup chopped pecans

Mix cream cheese & Cool Whip together. Cut frozen pie into 1" pieces. Put half of the pie in a trifle bowl. Cover with $\frac{1}{2}$ of the cream mixture. Swirl $\frac{1}{2}$ of chocolate and caramel sauce. Make another layer. Top with chopped pecans. Enjoy!!!