



UN-SCRAMBLE



OFFICIAL BULLETIN OF THE VALIANT AIR COMMAND
JANUARY, FEBRUARY & MARCH 2009

TICO WARBIRO
2009 AIRSHOW
MARCH 13, 14 & 15

Return to Flight

MODERN MILITARY FLY-BYS & DEMOS* • STRAFING RUNS
VINTAGE WARBIRO & STATIC DISPLAYS • DOG FIGHTS
ADMISSION TO AIRSHOW INCLUDES VINTAGE VEHICLES CAR SHOW FREE!



U.S. 1 & Route 405 • Titusville, FL • Warbird Air Museum Is Open All Year • www.vacwarbirds.org

Presented by Tico Warbird Airshow 2009, Inc. for the benefit of Valiant Air Command

VAC ACTIVITIES & EVENTS
OCTOBER—DECEMBER 2008



Volunteers from United Space Alliance (USA) Space Shuttle Engineers are installing the wiring for the TBM
Wing Left to Right—Aaron Stansell, Mike Leger
Lower Level—Brian Hammer, Nelson Paniza, Megan Gunther, Chris Hess



Another great flying day -
VAC supports KSC
AIRSHOW



Lloyd Morris, Ralph Poppell, Michael Powell & Jerry Sansom announce FDOT support of a new Warbird Display Center during the VAC Membership Dinner.

VETERAN'S DAY WEEKEND
15 & 16 NOVEMBER 2008



ANTIQUÉ CAR DISPLAY
VINTAGE VEHICLES OF FLORIDA
ANTIQUÉ AUTO CLUB OF
CAPE CANAVERAL



CHIEF ENGINEER
NORM LINDSAY
SPACE COAST
TRAINS



VAC VOLUNTEER LADIES



TWA SILVER WINGS
HOME-BAKED GOODS



TWA SILVER WINGS SUPPORTED
VETERAN'S DAY OPEN HOUSE

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

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

EXECUTIVE and SUPPORT STAFF

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"Bravery is being the only one who knows you're afraid: – David Hackworth

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

Greetings,

I hope all is well and everybody had a good Christmas and Happy New Year! Let's start off by thanking Betty Righetti for her loan of the F-86 Sabre (*FLYING*) here at the VAC. I also would like to thank Dale "Snort" Snodgrass for flying it up to the Museum on December 17th and those who helped escort him in. With the elevation of the likes of the F-86, B-25, and everything else, we are looking like a real world-class Museum.

Exciting news, the VAC has received approval for the FDOT Grant for building a New Hangar, as well as an expanded Memorabilia Room. The total square footage will be between 15,000 to 18,000 square feet, depending on how much money we raise. Speaking of money...this is a 50/50 Matching Funds Grant; that is, four hundred thousand dollars received from the state, and the VAC must match it with an additional four hundred thousand dollars, for a total of eight hundred thousand dollars. The VAC Board of Directors is committed to using this special grant. Time is of the essence and this is an opportunity that cannot be missed. We will kick off a full scale campaign after the first of the year to raise the matching funds. Shortly you will receive detailed information about the new Warbird Display Center that will provide a legacy for future generations and how you can help make it a reality.

AIRSHOW - Now there's a *BIG* subject...this is my eleventh AirShow and no matter how hard I try to make things go smoothly, something or someone "throws water on fire," well you know...anyway, it's moving forward. There will be some major changes this year which include Aircraft Parking and Attendance Parking. If you have any questions, call me. Oh yes, I would like to thank all of you that have already donated this year to the AirShow...it is a *BIG, BIG* help.

Grants...this year, the Board of Directors was very busy! We received \$25,000.00 from the TDC (Tourist Development Council) and an additional \$13,000.00 from the BCA (Brevard Cultural Alliance). We actually would have received much more funding from the BCA, but due to the woes of the economy, the awarded amount was reduced for all organizations applying for grant funds. The TDC Grant is used for AirShow Advertising, as well as the VAC. The Brevard Cultural Alliance Grant is for general operating expenses and will be a big help during our slow time, which occurs primarily in the summer. Just a note that I'd like to add...thanks to Finance Officer - Lora McCabe, Public Relations Officer - Terry Yon, and Administrative Assistant - Phyllis Lackey for preparation, submission and their attendance at the Final Grant Review in Viera.

And to all of you, "Sunny Side Up and Blue Skies Forever."

Lloyd Morris

TICO WARBIRD 2009 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 **31 December 2008**:

INDIVIDUALS

*Mr. & Mrs. John F. Adkisson
Mr. Roland V. Anderson
Mr. & Mrs. Robert J. Aspinwall
Mr. & Mrs. Donald E. Axinn
Mr. Lester A. Badger
Mr. & Mrs. George Baker
Mr. & Mrs. Donald "Beetle" Bailey
Mr. & Mrs. Robert J. Barden
Mr. & Mrs. Mark A. Bernhardt
Mr. & Mrs. Herman Bayerdorffer
Mr. Preston Beck
Mr. & Mrs. Dale Beltzner
Mr. Bill R. Birch
Mr. James F. Bond
Mr. Jeff Boyken
Mr. & Mrs. Emerson Buhlin
Mr. Mike "Cap" Capito
Mr. & Mrs. Timothy Connell
Mr. & Mrs. James Cox
Mr. Albert H. Crews
Mr. & Mrs. Alfred J. D'Amario
Mr. George T. Damoff
Mr. Douglas P. Davidson
Mr. Kelly C. Davidson
Mr. & Mrs. Richard Davis*

*Mr. & Mrs. Peter M. Dayton
Mr. Lincoln Dexter
Mr. William N. Dillard
Mr. & Mrs. John "Jack" W. Dorrell
Mr. & Mrs. James "Bill" Dorris
Mr. William C. "Bill" Doty
Mr. Serge M. English
Mr. Thomas R. Etter
Mr. Harold Ewing
Mrs. Jean Felton
Mr. & Mrs. Michael Field
Mr. Francis "Frank" Fleck
Mr. William Geiler
Mr. Norman P. Genkinger
Mr. Robert P. Graveline
Mr. C.J. Hall
Mr. Herman Harris
Mr. Richard A. "Dick" Hart
Ms. Bernice "Bee" Haydu
Mr. Ray Hickman
Mr. John F. "Jack" Hofbauer
Mr. & Mrs. Barry W. Holm
Mr. & Mrs. Donald L. Hussey
Mr. & Mrs. John L. Ingersoll
Mr. William F. Jackson
Mr. J. William Johnson, M.D.
Mr. & Mrs. Marvin T. Juhl
Mr. Kenneth L. Kaisler
Mr. Brent Kehlet, Sr. & Ms. Charlene Bahus
Mr. Barry E. Keyes
Mr. Dave Knepper
Mrs. Ruth Larkin
Mr. & Mrs. Samuel "Sam" Lauff
Mr. Donald A. Leathers
Mr. & Mrs. Roy "Traey" Liggett
Mr. R. Wallace "Wally" Littell
Mr. Albert Love
Mr. James E. Mack
Mr. Albert C. Martin
Mr. David Mathis
Mr. E. Harold Mays
Mr. Jerry McClure
Mr. & Mrs. Joseph P. "Joe" McGrath
Mr. Harry McNamara
Mr. & Mrs. Paul E. Metcalf
Mr. Eugene P. Moriarty
Mr. Bob Munsey
Mr. & Mrs. Robert C. "Bob" Murphy
Mr. Daniel L. Nettuno
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Col. Howard L. Peckham
Mr. Ray O. Roberts
Mr. Ralph Royce & Ms. Nancy C. Shumaker
Mr. Pat Sammon
Mr. & Mrs. Thomas A. Scamfer
Mr. & Mrs. Fred E. Schlafly
Mr. & Mrs. Paul E. Schulten
Mr. & Mrs. Richard J. Schwartz
Mr. & Mrs. William T. Schwendler, Jr.
Mr. & Mrs. Dennis Sherman
Mr. & Mrs. Arvid L. Shook*

Mr. & Mrs. David H. Shumate
Mr. & Mrs. Lawrence F. "Larry" Sietsma
Mr. Thomas J. Skelley
Mr. Richard W. Slawson, P.A.
Mr. L. Paul Sosbey
Mr. Norbert Steinwedel
Mr. John W. Strickland
Mr. & Mrs. Frederick W. Telling
Mr. Robert C. Tullius
Mr. & Mrs. Celestino "Tino" Valente
Mr. & Mrs. Richard E. Walker
Mr. & Mrs. Robert D. Wall
Ms. B.W. "Barbara" Wilder
Mr. Paul L. Woodard
Mr. Walter E. Yocum
Col. Terry Yon, USA (Ret.)

BUSINESSES

Mr. & Mrs. Philip Andrews
(Andrews Land Services, Inc.)
Mr. Don Born
(Born Aviation Products, Inc.)
Ms. Misty Broderick
(Deakins-Carroll Insurance Agency)
Mr. Charles W. "CW" Clements, Jr.
(Super Three, Inc.)
Mr. & Mrs. William P. Conway
(Conway Enterprises, Inc.)
Mr. & Mrs. Vaughn "Sandy" Crile
(Red Carpet Helicopters, Inc.)
Mr. & Mrs. Michael McDonough
(ICBM)
Mr. Andy Pederson, Pres.
(Melbourne Area Pilots Association)
NCCI Holdings, Inc.
(Matching contribution from Gail Nichols' donation)
Payne, Rick
(Motion Control Services Inc.)
Mr. & Mrs. Michael G. Rellihan
(R&A Services)
Mr. Paul Salisbury
(Paul's Smokehouse, Inc.)
Mr. & Mrs. Orlando Santiago, Jr.
(DeBenair Aviation Services, Inc.)
Slawson, Cunningham, Whalen & Gaspari, P.L.
Mr. Jay Wisler
(Warbird Parts and Memorabilia)

We sincerely appreciate your contributions to this worthwhile cause and can't thank you enough! We have mailed out three donation request letters to date. If you still want 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. We thank you for your generosity.

The following chart shows our goal and the donations received to date. As you can see, we have reached \$35K, but still have a long way to go.

EVERY DOLLAR COUNTS!!!



Lloyd Morris

EXECUTIVE OFFICER

Every month it appears that we all have so much more to thank our volunteers for their dedication to the promotion of our museum. Open House and Membership Parties lead the way, but are not the only tasks of our volunteers and paid employees (Who donate their time for these events). The total effort put forth by all who planned and set up the Christmas Dinner outdid themselves once again and every year the event is better than the year before. Setting up the hangar and then putting things back are jobs that most people don't realize how much an effort those volunteers give to those tasks.

During the past 8 years, I have written stories about my flying experiences in the VAC's *UnScramble* newsletters. There are some of the types of aircraft I have flown and written about which are on display in the museum, and when I look at them, it brings back memories that remind me of many important times in my life. The F-105, F-101B, F-4H and the F-5 are some of the aircraft I am referring to. The story this month is one of several F-5 adventures I have written about. Although the F-5E (highly modified) in our museum is not in its original configuration, it was built as an F-5E. It was modified by the USAF, NASA, DARPA and some other government agencies to be part of a program to study reducing the sonic wave created by aircraft flying at super-sonic speeds. The ultimate results from these tests have been to find ways for designers to reduce the impact of the sonic boom

when it reaches the ground. That of course opens the door for building super-sonic commercial aircraft which can operate over populated areas without creating the annoying "Booms". Our museum has that aircraft on display and it is the only such aircraft in existence. If you haven't seen it please drop by and bring your friends. It holds a very special place in aviation history as does the first American built jet aircraft engine which is also on display in our museum hangar.

Keep your dates open in March for your annual AirShow. If you haven't attended for a few years you will be proud of consistent quality of the aircraft and pilots who perform for our organization. We always need volunteers but if that won't fit in your plans, just come and enjoy one of the best Warbird AirShows with friends and family.

N.C. "Bud" Evans

AVIATING WITH EVANS---- **ICING TESTS CAN BE EXCITING**

One of the flight test requirements of the Flight Test Directorate of Wright-Patterson Air Force Base was to conduct Icing Tests on all USAF aircraft. The office at Wright Field developed a system to spray water in flight that was installed on a KC-135 by the time the icing program was scheduled for the F-5A. As Commander of the Fighter Test Operations it was my responsibility to supervise those tests on the new Air Force Fighters. When the F-5A was scheduled to conduct icing trials to determine its ability to operate safely in icing conditions, I chose to fly them as I was the most experienced F-5 pilot in the Air Force at that time. These flights were programmed to be flown in the South-Eastern part of Ohio within our Flight Test Restricted Testing Area.

The way these tests were flown was for the spray aircraft to fly at an altitude where the free air temperature was ideal for airframe icing to occur. The spray bar was a circular series of tubes attached to the end of the refueling boom at the rear of the KC-135. The icing engineers aboard the spray plane had the ability to adjust the size of the droplets which leave the spray bar in order to simulate different types of icing conditions. The water that was sprayed from the aircraft contained a yellow dye so as to make it easier for the test aircraft pilot and photo chase pilot to see the density of the sprayed water and to adjust his flight path so as to place the aircraft in the heaviest portion for maximum icing concentration on the test

aircraft. Prior to the icing tests the aircraft was flown in varying degrees of water droplets to determine the aircraft's ability to operate safely in heavy rain.

Ground testing on the engines is conducted before to flight tests. The engine is run in an engine test cell and varying sizes of ice cubes are thrown into the intake. Prior to the F-5A's flight tests, the J-85 engine had passed all of the ground tests.

In the case of the F-5A it was imperative that both engine inlets not be iced at the same time. This was later proven to be a very smart requirement! After flying the first icing test flight I found that it was hard to build ice on the intake lip to the test side engine without getting some ice build-up on the opposite inlet. The first mission was conducted during warm weather so the best temperature for icing would be at a high enough altitude to allow the pilot sufficient time and altitude for the ice to melt before landing. The first flights were flown at an altitude above 25,000 feet.

That first test looked great as far as getting a large buildup of ice on the one tip tank, wing leading edge and the lip of the engine inlet entrance on the side where I placed the aircraft into the spray. After the photo chase took pictures of the accumulation on those surfaces and I had the opportunity to evaluate the degradation in handling with ice on airframe surfaces, I started a slow descent to check the handling as the ice began melting and pieces began to break off. My descent was shallow and my airspeed was held below normal so as to allow for a slow defrosting effect on the ice build up on the airframe. The photo-chase aircraft continued taking pictures as the ice accumulation on the aircraft structure melted and broke away. From the picture you will note the large amount of ice remaining on the thin wing leading edge and the large ice buildup on the blunt surface on the nose of the tip tank. The inlet lip was so thin that very little ice buildup occurred and that created a big question when the problem occurred.



Ice breaking away as it melted during programmed let down.

I was feeling pretty good about the results of this first test when suddenly the right engine began to vibrate violently followed almost immediately by heavy airframe shaking with all instruments indicating the failure of the right engine. Almost instantaneously, the over-heat and fire warning light came on. There was little doubt that the ice had wiped out the engine and a quick shut down of the effected engine caused the over-heat and fire lights to go out. I continued my descent into Patterson Field hoping that I hadn't iced the left inlet with enough ice to cause the same problem with the other engine. Primary in my mind was the knowledge that the twin engine F-5A had no back-up system for the flight controls if both engines fail. This energized my desire to expedite the descent and get the aircraft on the ground, which task I managed to successfully accomplish.

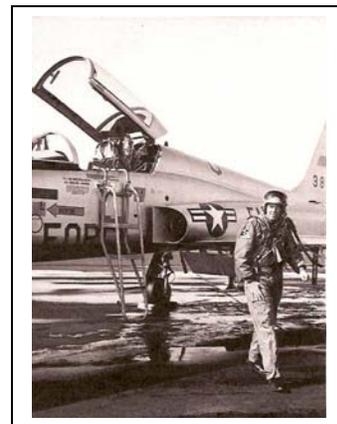
The engine was removed and found to have suffered severe internal damage but the photographs of the small buildup of ice on the engine inlet did not coincide with the time of the engine failure. When the last bit of ice broke away from the aircraft it appeared to depart to the outside and not into the engine intake. After much analyzing by the engineering crew they came up with no positive explanation as to why the engine failed. The final decision was made to continue with the icing and concentrate on how much buildup could be observed on the engine inlet lip. By the time the Spray Aircraft and the F-5 were ready; I climbed to 32,000 feet and slid into the yellow liquid spray with my right side of the F-5A accumulating the ice, being aware of the danger of putting the aircraft in position to cause much accumulation of ice on the intake of the left engine. After confirming that the right intake had about as much ice as it was going to get and the photographer had documented all of the build-up on the right wing and tip tank, I asked them to check the amount of ice that was on the left engine inlet lip. They confirmed that there was very little on the left side.

While I was engrossed in staying in the spray, I failed to notice the rapid building and fast moving thunderstorm that had moved close to Patterson Air Force Base. The urgency of the situation became quickly evident but I had the ice build-up and had my flight test plan schedule to follow. I slowly let down so as to have the ice melt off in stages. I descended in steps of a thousand feet, then leveled off and checked the melting rate. I was also checking the thunderstorm and avoiding going into

the clouds until it looked to be impossible to get back to Patterson ahead of the storm without flying through the corner of it. All of the ice was reported as having melted from all visible surfaces so I throttled back to idle power and dove into the clouds on vectors from Flight Test Radar. Shortly after entering the heavy clouds the aircraft vibrated violently and the right engine fire light and overheat light came on. Now this is a repeat of the previous tests including my having confirmation that the ice had all melted from the airframe before the engine failure. It was also the worry of the other engine failing causing me to eject which I had not interest in doing inside a thunderstorm. Fortunately the left engine continued running and I beat the storm to the runway but we were left with a real concern as to what was causing the engine failure so long after the visible ice build up had melted away.

After much analysis of the data and still no positive conclusions, the decision was made to move the test to Edwards AFB. The weather there would be clear and the 17 mile lakebed runway would be available in the event both engines failed. I could hopefully dive at a high enough airspeed to keep the engines rotating to maintain hydraulic pressure enough for flight control pressure.

Along with my orders to fly to California I was told that I was to check-out in the YF-12 (SR-71) and conduct icing tests on that aircraft while at Edwards. I flew the F-5 to California but when I arrived the orders had been revised and the Lockheed Test Pilot ended up flying the icing on the SR with me flying safety chase in the F-5. After each icing test on the "YF" I would place the F-5 in the spray and perform my icing tests.



Engineering finally installed bug-eye cameras and sensors inside the engine intake and after losing three more engines they finally found the problem. The thin sheet of ice was building up inside the long

engine air intake which narrowed before reaching the front of the engine. This caused an acceleration of the air flow keeping the temperature cooler than at the intake. As this thin sheet of ice began to melt it would slide back to the engine arriving as frozen slush. The effect was like throwing a wet rag into the engine causing the compressor blades to rub the stator blades and the resulting impact compounded itself, destroying the engine. Northrop devised a fix and the icing problem was solved.

Needless to say I was disappointed to miss flying the SR but the Fighter Section at Edwards was still required to test the "Approach-end Barrier Engagement" test which was one of my projects while I was stationed there a few months earlier. The Heavy weight tests on the F-105D and F-101B had not been tested so I was asked to fly them. It broke the monotony of sitting between icing flights. They were very interesting flights although each barely took more than five to ten minutes of time airborne. The barrier was set up on the old South Base runway which had the overrun of seven miles of hard lakebed runway. My test flight required me to take off at maximum weight carrying external tanks, make a wide circuit, and line-up on the landing runway. The objective was to touchdown short of the barrier with just enough room to place the nose wheel on the runway before the tail-hook engaged the barrier cable. The rate of deceleration gave me the feeling of complete helplessness that occurs in rapid deceleration. These flights really helped me from becoming bored between my icing flights.

N. C. "Bud" Evans ©

OPERATIONS OFFICER

It is with great sadness that I have to inform our membership the passing of Mr. John Murphy. Mr. Murphy was our FAA Air Show Monitor and Principal Inspector for many years. He fought a long and hard battle with lung cancer. The last few years his struggle was especially hard. But never did his enthusiasm for Aviation diminish. He was always there and willing to help us in any possible situation. He will be missed greatly. As soon as someone is assigned to take over Mr. Murphy's duties I will pass that information along to you.

Most of you have heard by now that your Commander, Lloyd Morris, has been able to come up with a fantastic grant that will enable us to ultimately build FOUR more new hangars, with

additional display areas for memorabilia and a huge ramp along with another feeder to taxiway Alpha. This will greatly increase the size of our current space. It comes at the most opportune time, since we are bursting at the seams! For those who have not seen the plans give me a call or better yet stop by the VAC.

Lloyd has worked hand in hand with Michael Powell, Executive Director of the TICO Airport Authority. Since Mr. Powell was appointed to that position and both men have garnered the respect of many local, state, and yes folks, even national politicians! They have literally put the Valiant Air Command on the map!

Like everything else in life there is one little bitty fly in the ointment. --- Money! The grant is a matching grant. That means if we want all this to happen --- we must come up with the other half of the money!

The current plan and schedule is to accomplish this in phases. In other words, as we raise the money, we build one hangar at a time. So put on your thinking caps and help us find a way to make it happen! Actually that translates into – get out your checkbooks! We are going to need a lot of help over the next few years if ANY of this takes place.

The front of the building is sure looking nice, thanks to the efforts of a group dedicated ladies. I think they also had a hand in helping the C-47 crew set up and decorate for the fantastic Christmas Party/Meeting. Another unsung hero is Roger "Guido" Desplaines. Thanks Roger for all you do. I do not have a final count, but I would guess over one hundred showed up and all had a great time. Thank you one and all who had a hand in these two efforts.

The AirShow is really clicking along. We are planning one major change, at this point anyway.

PYRO!!!

There is still a lot to be done before this is a reality, but it looks better this year than in many recent years.

I participated in the Patrick AFB Ceremony honoring the Pearl Harbor survivors, and widows, living in the area. That was a very moving event.

Sometime back there was a lot of talk about setting up our Huey to honor the Viet Nam Vets. That idea

seems to have been lost somehow. How about some of you guys and gals out there getting this one rolling again? Honoring those who have made it possible for us to enjoy the freedoms we have in this Country, past and present, (and hopefully FUTURE) is an absolute must! A responsibility of each of us must take upon ourselves to make sure continues each and every year

Keep those cards and letters coming – we need the input! Most of the ideas and stuff you read here is not from my brain – it is far too small – it comes from our members!

Blue Side Up

Ken Terry

MAINTENANCE OFFICER

C-47 – The overhauled carburetor for the right engine arrived recently and has been installed. We need a drilled orifice fitting (fuel pressure) that was not sent back with the carburetor and after notification the overhaul shop said that they found a fitting and would send it promptly. When it arrives (and is installed) the engine will be ready for another run-up/check. The left and right cowls have been fitted up and more adjustments made to assure that they close and open properly. The discrepancy list is being worked off in a rapid fashion.

We are still waiting for the vacuum relief valve for the left engine. At this time we don't have an expected return time as the overhaul shop is having difficulty obtaining some of the detail parts.

TBM-1 --- I would like to state my appreciation to the following United Space Alliance (USA) engineers that have been working on the rewiring effort. They are Nelson Paniza, Mike Leger, Aaron Stansell, Megan Gunther, Brian Hammer and Chris Hess. The replacement of the wiring system is a long tedious effort and will be in work for probably another six to twelve months as they can only work on Saturdays.

Robert E. James

GRUMMAN GREMLINS

Since my last article for the *UnScramble* it is with deep regret that I have to report one of our flights is missing and will not be returning. John Morrison

filed his last flight route on 18 October 2008 on this earth. He has now taken his place with others of the aviation field that have gone before him to that big hangar in the sky. He will always be remembered as a gentleman and suave dresser. John will surely be missed, not only as a mentor but also as one of the founders of the Grumman Gremlin restoration team here at the Valiant Air Command Warbird Air Museum. He was a staunch supporter of the Valiant Air Command and its ongoing effort to preserve aviation memorabilia and aircraft of the past for the education and enjoyment of the public.

George (DUTCH) Graefe
Project Restoration Officer

PERSONNEL OFFICER

Happy New Year!

2008 was a good year for the Valiant Air Command thanks to the strong support of our renewing members and to the increased number of new members. The number of Lifetime Members continues to grow. A special thanks to everyone who assisted in recruiting new members and a warm welcome to those who have joined.

The museum Gift Shop Staff has been working hard at improving the appearance of the shop itself, and in expanding the line of items for sale. They brought in not only new items but also those items that customers have been requesting. The very popular limited edition leather jacket is now back in stock. If there is an item you think the gift shop should carry, let us know and if possible we will have it for sale. If you haven't visited the gift shop recently you will be pleased with the new selections. The VAC Warbird Museum is one of the Space Coast's Premier Destination for visitors. Show-off your museum to your out-of-town guests.

The TICO WARBIRD AIRSHOW 2009 is just around the corner and it is lining up to be another great one. Media Day will be held at the airfield on Thursday. Activities will center on the Pilots Tent where the Media and VIPs will be introduced and teamed with a Flight Crews and Aircraft. Following briefings and photo sessions, local area orientation flights will get airborne. The *Scramble*, or Airshow Program, has been re-designed and will be in full color. Packed with information and pictures of the AirShow performers and their aircraft, this will certainly be a prized souvenir this year. There is

still an opportunity and space for a few additional advertisements. Capping the day will be a BBQ cook out in the VAC Main Hangar. Kevin Quinlan has put together an exciting evening of good food and outstanding entertainment that includes The Blues Brothers from Orlando and Elvis.

Our Friday, Saturday and Sunday AirShow, like last year, will have a good mix of Vintage Warbirds, Modern Fighters and Aerobatic performers. We have expanded the parking and redesigned the traffic flow to provide for quicker and easier entrance and exit. Friday night, the VAC will host our Annual Dinner and Auction Night. As always, this is an evening not to miss. A change this year, there will not be a Saturday Evening function at the VAC. Out-of-town visiting members, as well as Military and Civilian AirShow performers, have expressed an interest in keeping Saturday evening open to allow them to explore the local area restaurants and attractions.

The key to the success of the Warbird Airshow is the involvement of our members. Thanks to the many highly talented core volunteers who return each year the AirShow has been lauded in numerous circles as the "Best in Florida". Volunteers are the lifeblood and we need you. Become an active member of the VAC Team that puts Warbirds back in the air. Our next AirShow Organizational Meeting will be held in the VAC Library on Saturday, 10 January 2009. Pizza at Noon will kick off the meeting. Your continued support will make 2009 our best year.

Bob Boswell
Personnel Director

WELCOME COLONELS

LIFETIME MEMBERS

Rellihan, Michael G. / Rellihan, Paula S.

NEW MEMBERS

Abbott, Millard S. / Abbott, Jane
Austin, Steve / Austin, Roy
Branch, Jr., Warren G.
Davis, Daniel J. / Rayos, Carol
Dozier, Layton / Dozier, Debra
Drake, M.D., Timothy E.
Eldredge, Donald F.
Griffith, Grady / Grady, Alice
Houghton, Walter E. / Houghton, Pauline A.
Humpe, Gilbert / Rutkowski, Mary Ellen
May, Joseph
Moxley, Shawn / Moxley, Laura
Osborne, Richard Alan / Liehl-Osborne, Dr. Petra

Rishell, Lyle / Rishell, Marilyn
Stickley, Howard
Sutcliffe, David A. / Sutcliffe, Patricia M.
Turano, Ken
Wright, Joseph / Wright, Kelly

RENEWAL MEMBERS

Baker, George H. / Baker, Virginia S.
Booth, Jr., Edward M.
Boyken, Jeff / Boyken, Carolyn
Brooks, Adrian C. / Brooks, Claire J.
Canetti, David A.
Capito, Mike "Cap"
Chamberlain, Russell G. / Chamberlain, Mary
Conley, Jr., Hugh C.
Dayton, Peter M. / Dayton, Eileen
Eubanks, James W.
Felt, Morris R. / Felt, Trudy A.
Felton, Jean A.
Garrison, J. Reid / Garrison, T. Brett
Hanrahan, Kevin / Hanrahan, Linda
Harris, Herman L.
Holm, Barry W. N. / Holm, Scott C.
Jourdain, Robert W.
Kerwin, Dr. F. Leo
Keyes, Barry E. / Keyes, Kathryn G.
Larkin, Ruth
Liggett, III, Roy "Traey" / Liggett, Tam J.
Manning, Charles H. "Chuck" / Manning, Jeanne
Marco, David A. / Marco, Julie
McClure, Jerry
Mitton, James M.
Riggle, Donald C. / Riggle, Esther L.
Schulten, Paul E. / Schulten, Lisa G.
Schwartz, Richard J.
Shaw, John H.
Snapp, Helen W.
Smith, Cary H. / Smith, Michelin
Tarter, Albert / Tarter, Michael
Wall, David K. / Wall, Denise
Withrow, Richard A.

FACILITIES OFFICER

Thanks to the following for their efforts in the beautification project at the museum's north front entrance:

Joann Baxter, Louise Bixby, Joan Dorrell, Jean Felton, Ann James, Gaye Lindsay and Margaret Towe

The front entrance has been a weed patch for many years and the ladies tackled the job of clearing out all of the weeds, dead and dying bushes and whatever else was growing there. Cypress mulch now covers the area and in the spring a few small trees will be planted in the spring. Next up will be the south entrance area.

The Christmas party was a huge success with the largest attendance I have seen since I have been a member. The food was great; the music was great and getting together with the other members, as always, made for a very pleasant evening.

I would like to extend a very special THANK YOU to all the volunteers that helped with the clean-up after the party. It seems like the same people are always ready to pitch in and extend their services so thank you very much I really appreciate it.

HAPPY HOLIDAYS!
HAPPY NEW YEAR TO ALL!

Norm Lindsay

PROCUREMENT OFFICER

As has been mentioned in previous editions of the *UnScramble* the Valiant Air Command Museum is continuing with efforts to expand in accordance with our STATEMENT of PURPOSE. This is based on making and growing facilities and increasing the meaning and quality of our displays.

The addition of the North American F-86F Sabre "Skyblazers" to the Museum on 17 December 2008 again raises our displays to a national Museum level. We may not have the same quantity of airplanes but we do have the historic quality of memorabilia.



The F-86 is owned by Mrs. Betty Amos Righetti of Miami, Florida and will be on loan to the Museum. The airplane was flown in by Dale Snodgrass, Navy pilot and member of the USAF Heritage Flight Team. IT LOOKS GREAT – and many thanks to Betty and Dale.

This level will be further increased in the near future by the donation of a very large and detailed P-47 radio controlled flight model. The model named

"Fire Ball" has been a Blue Ribbon winner in flight contests. It has an 8 ft. wingspan, 6 ft. length fuselage, stands 2+ ft. tall and has very complete and intricate detail cockpit, pilot and gun bay designs. The degree of detail of these parts and all surfaces actually requires a special design display case.

Plans for the case and bubble to show off the design and protect the detail are being worked. Any donations to cover the cost of building the case and bubble will be appreciated.



The model was built, competitively flown and donated by Dave Gianakos of Littleton, CO. Dave is a Northwest (Delta) B-747-400 pilot. It is similar to other RC models in that only 3 exist in National Museums.

The L-5 Stinson "Sentinel" aircraft that was discussed in the last *UnScramble* has been received. The airplane was a U.S. Army Liaison vehicle that was built in 1942 for military service. It was later disassembled and partially restored. It requires some wood work efforts with much help from Kevin Quinlan and use of his truck and trailer. He and I picked it up in Defuniak Springs and transported it to the VAC. Bob Berryhill of Brooksville, FL was the owner and had done some earlier restoration but decided to donate it to the VAC.

-----AUCTION-----AUCTION-----AUCTION

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Please search your sources for 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 Bob Frazier to be held at the Museum. Remember we are a non-profit organization and donations can be tax deductible for you.

Bob Frazier

PUBLIC RELATIONS

Public Relations is continuing its effort to bring more customers to our doorstep and promote the museum. Check the website for news about "Chef Larry" who will be doing his cooking show called "Radio Grill" live from our hanger in January. Lots of work on the coming airshow -- posters are in and they are beautiful. Again, you can download one from our website.

In the "Did you know" category, we have lots of great books in our Member's Library and if you haven't taken advantage of looking, you should do so. One fascinating account I just read involved Lieutenant Colonel William Rankin whose book "The Man Who Rode the Thunder" tells how he is the only person to survive a fall from the top of a cumulonimbus thunderstorm cloud. He was a US Air Force pilot, and a World War II and Korean War veteran. Lieutenant Colonel Rankin was a former F-8 Squadron Commander and in the summer of 1959, he was flying from South Weymouth Naval Air Station, Massachusetts to Beaufort, North Carolina in a F-8 Crusader similar to the one we have at the Warbird Museum. He was climbing over a thunderhead that peaked at 45,000 feet. At about 47,000 ft and at mach 0.8 (around 650 mph at that altitude), he heard a loud bump and rumble from the engine. The rpm fell to zero, and the fire warning light flashed. He pulled a lever to deploy auxiliary power, but the lever broke off in his hands. Although the temperature outside was nearly -60 degrees Fahrenheit, he was forced to eject. At approximately 6:00 pm, he ejected. Colonel Rankin was not wearing a pressure suit and was wearing only a summer weight flight suit and low quarter shoes. He suffered immediate frostbite going from a comfortable 74 degree cockpit to -60 degrees outside, and the rapid decompression caused his eyes, ears, nose, and mouth to start bleeding. His abdomen swelled as if he were pregnant. Pain seared his body, though numbed by the cold. He managed to use his emergency oxygen supply. Five minutes after he left the plane, his parachute still had not opened. Finally, still in the upper regions of the thunderstorm, with near-zero visibility, the parachute opened. After ten minutes, when he normally would have already landed, Rankin was still in the air, being carried upward by updrafts and getting hit by hailstones. Violent spinning and pounding caused him to vomit. Lightning appeared which he described as blue blades several feet thick, and thunder, which was so close he, could feel as well as hear it. The rain forced him to hold his breath to keep from

drowning. One lightning bolt lit up the parachute, making Rankin believe he had died and he experience violent updrafts that kept pushing his parachute several thousand feet back up into the air and then he would drop in a down draft; only to be pushed back up again. Soon, however, conditions calmed, and he descended into a forest. His watch read 6:40 pm. It had taken close to 40 minutes to get down from what normally would have been a 10 minute parachute ride from 47,000 feet. He searched for help and eventually was admitted into a hospital at Ahoskie, North Carolina. He suffered from frostbite welts, bruises, and severe decompression, but recovered quicker than any of the flight surgeons expected and was soon back flying again.

There are many such fascinating stories of brave military aviators in our library; check them out for yourselves.

Colonel Terry Yon, USA (Ret)

MEMBERS & FRIENDS GONE WEST

The following members and friends passed on to their Father's home:

John Morrison on 18 October 2008. See Dutch Graefe's article under Grumman Gremlins.

Francis Reilly on 14 October 2008, Francis was founding President of Space Coast Council, advocate for the Navy League and long time friend of the VAC.

Tom Scamfer on 25 October 2008. Tom was a member of the VAC and worked in restoration.

Tom Reilly's mother. Tom's B-25 is on display in our hangar.

John Murphy in October 2008. - John was our FAA AirShow Monitor and Principal Inspector. See Operations Officer's report.

Our heartfelt sympathy goes out to their families and friends. We truly miss them.

GRYPHON GROUP BAKERS

Happy New Year to everyone, especially all our wonderful cookie baking ladies! Our visiting lunch soldiers from the Gryphon Group appreciated home made goodies all year by your caring efforts. I know they were happy to share them with everyone and I really appreciate all the help that you all give so freely.

Below is the schedule for January and February. And, as always, if you are busy and can't make your assigned day, just call Jean or Ann.

<u>JAN.</u>	<u>FEB.</u>	
06	03	Jean & Ann
13	10	Gaye & Joanne
20	17	Joan, Lorraine & Jenny
27	24	Frances & Margaret

Thank you again for all your "special sweet talents."

Ann James (453-6995)

EVENTS COORDINATOR

We have been very busy since last summer hosting several groups and special events at the VAC many school tour groups, from Memorial Services to even a Wedding with Reception, luncheons, VAC General Membership Dinner, and of course the annual Christmas "Holiday" Dinner. I have been lining up several caterers in the area and exploring different options to offer our members and outside groups and welcome any feedback. Thanks to the many volunteers who assist in setup and cleanup...it sure makes it run smoothly. We have several events lined up through 01 May, 2009 and beginning in January 2009, please check out our website for details. Also, if you know of anyone making plans for special celebrations or are in search of a meeting place, please do not forget to recommend our Hangar, Library, or Memorabilia Room as possible venues. Thank you to everyone who has participated in or attended our events and I wish you a Happy New Year!



Phyllis Lackey

FROM THE FRONT COUNTER GINGER & SANDY

We hope everyone had a wonderful Christmas!!!
Happy New Year to all!

We have leather jackets, baby outfits, military hats, Hawaiian shirts, "Will Fly for Food Mugs" and 2/8.95 plus tax T-shirts.

Special 2009 VAC Calendars now available!!!

Remember 10% off for Members!

Ginger & Sandy

WHO is the REAL DUTY OFFICER??

We were at sea, in the Persian Gulf, just getting started on a six-month cruise. Our aircraft carrier, USS Midway, was streaming alongside USS Ranger, turning over materials and personnel so that we could relieve her to return back to the United States. The turnover takes a couple of hours and involves quite a bit of activity on the flight decks of both vessels, with helicopters going back and forth between the ships.

Our Squadron Duty Officer (for the day) was "Drako" – a young Navy Lieutenant, who had to man the Ready Room, make coffee, answer the telephone and maintain an orderly process of squadron business for the day. The Duty Officer's desk was in the front of the Ready Room, near a large television set which is normally tuned in to the Pilot's Landing Aid Television (PLAT), consisting of a camera system installed in various locations on and around the flight deck. We were all able to watch flight deck activities from the comfort of our Ready Room without having to be up on the flight deck.

It was still early in the morning and most of us were able to sleep in a little bit, as the ship was involved in turnover activities and not much else at the time. Not much was happening in our Ready Room, either and Drako was getting rather bored. Suddenly, Drako gets an idea!!! He gets another young Lieutenant, "Ollie" to take over the duty for him, stuffs a bunch of Playboy magazines in a large, manila envelope and marks the outside of the envelope "Top Secret".

With Ollie now in temporary charge as Squadron Duty Officer, Drako runs up to the flight deck and tells the Air Transportation Officer (ATO) that he had "urgent" materials to deliver over to the USS Ranger. The ATO put Drako on the next available helo and off he went to visit his buddies on the Ranger. Back in the Ready Room, our Skipper (VAQ-136 Squadron Commanding Officer), CDR Barry "Weird Wally" Jeffers, strolled into the Ready Room, prepared himself a cup of coffee, grabbed the message boards, settled into his Ready Room

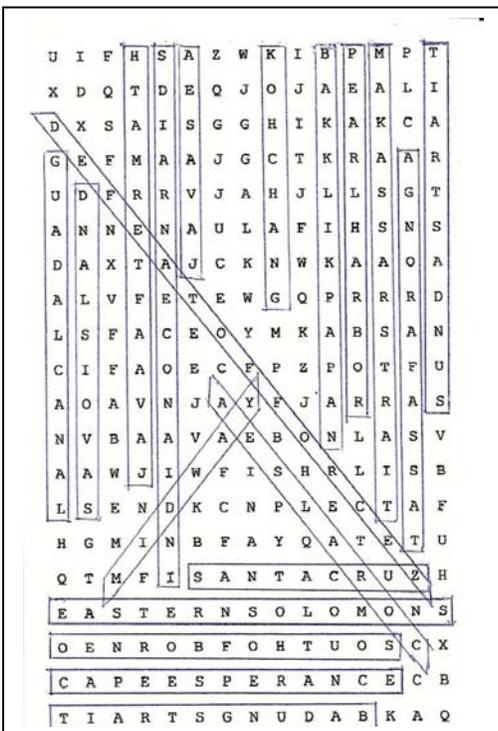
chair in the front of the room and lit up a cigarette (no one else was allowed to smoke –his rule).

The Skipper looked over at Ollie and said, “I thought Drako had the duty today.” Ollie, with no regard to protect a fellow junior officer, said “Yeah, he does, Skipper, but he’s over on the Ranger!” The Skipper yelled “WHHHAAAATTTT!!!!” jumped out of his chair, spilling coffee, dousing the message boards and dropping his cigarette. They ran over to the PLAT TV which is no longer viewing the flight deck, but the USS Ranger, steaming away, off in the distance and appearing as a small dot on the horizon. The Skipper kept yelling “WHHHAAAATTTT????” and then got on the telephone to explain to the Air Wing Commander, the ship’s Executive Officer, then the Captain of the ship and somewhere in there, someone also notified the Admiral on board.

A special helicopter flight was arranged to fly off to the Ranger to pick up Drako and bring him back to the Midway. The Skipper was on the flight deck to meet the helicopter when it landed back on board. Needless to say, Drako spent a long time in hack; in fact, it was a very long time in the hack. For an officer, that means you are confined to your room and are only allowed to leave for meals. It would not be the last time Drako would spend time in hack for various transgressions –stay tuned.

CDR Stan “Rainman” Parsons, USN, (Ret.)

SOLUTION WW I BATTLES OF THE PACIFIC 1941-1942



WORLD WAR II BATTLES of the PACIFIC 1943-1945



- | | |
|---------------------|--------------------|
| BISMARCK SEA | PENANG |
| BLACKETT STRAIT | PHILIPPINE SEA |
| CAPE ENGANO | RABAU |
| CAPE ST. GEORGE | RICE ANCHORAGE |
| EMPRESS AUGUSTA BAY | SAMAR |
| FINAL SORTIE | SAN JOSE INTRUSION |
| HOME ISLANDS | SIBUYAN SEA |
| HORANIU | SINGAPORE |
| KOLOMBANGARA | SURIGAO STRAIT |
| KOMANDORSKI ISLANDS | TRUK |
| KULA GULF | VELLA GULF |
| ORMOC BAY | VELLA LAVELLA |
| PALAWAN PASSAGE | |

-----AUCTION-----AUCTION-----AUCTION

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KEVIN QUINLAN ANNOUNCEMENTS

**IT'S PARTY TIME!
ALL VALIANT AIR COMMAND
MEMBERSHIP, GUESTS, FORMER MEMBERS
AND PROSPECTIVE MEMBERS!!!**

MARK YOUR CALENDAR NOW!!!

**2 SUPER EVENTS SET FOR TICO WARBIRD
AIRSHOW 2009**

**THURSDAY EVENING, 12 MARCH!
DIRTY SHIRT COOK-OUT & HANGAR
PARTY!
GOOD FOOD, COLD BEER & HANGAR
FLYING!!!
LIVE ENTERTAINMENT!!!
THE BLUES BROTHERS & ELVIS LIVE ON
STAGE!!!**

DON'T MISS THE PARTY!!!

**FRIDAY EVENING, 13 MARCH!!!
24TH ANNUAL TICO WARBIRD AUCTION!!**

**IF YOU HAVE ITEMS TO DONATE OR
CONSIGN FOR THE SALE, CONTACT BOB
FRAZIER AT THE MUSUEM TODAY!!!**

CALENDAR OF EVENTS

WARBIRD AIRSHOW 2009 MEETINGS

12:00 Noon
Sat. 10 January 2009
VAC Library

12:00 Noon
14 February 2008
VAC Library

BOARD OF DIRECTORS MEETINGS

VAC Board Room
20 January 2009
17 February 2009
17 March 2009

2009 AIRSHOW

13, 14 & 15 March 2009

**GO TO THE VAC WEBSITE FOR THE LATEST UPDATES!
www.vacwarbirds.com**

HIGHLIGHTS FROM TICO WARBIRD AIRSHOW 2008



The 2008 AirShow began with the Command Car owned by Hiram Bishop proudly sitting in the front passenger seat with his brother, the driver, Ken Bishop. In the back seat are: Bomber Herb holding Jock (her faithful companion), Hiram Mann and Charlie Renfro.



Roger Desplaines escorts you in the Hospitality Golf Cart!



VAC Photographer Phyllis Lilienthal takes a break!



Tico Belle Ladies selling C-47 T-Shirts & recruiting new members!



Bud Evans gives Ralph Royce control of the AirShow!



Bob & Diane Frazier and Bomber Herb & Jock take a break!



Children enjoy a ride in the ambulance!



The lead antique car in the Parade!



Ann & Bob take a well earned break!!!



Heritage Flight

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Get your calendar at the VAC Gift Shop