

UN-SCRAMBLE

OCTOBER, NOVEMBER & DECEMBER 2010

HIGHLIGHTS FROM JULY, AUGUST & SEPTEMBER 2010



A Dream Realized

When I built the Restoration Hangar, there were times when I began to believe it wasn't going to be a reality. I persevered and completed the mission. Now the Vietnam Display Hangar is under construction and I am looking forward to its Grand Opening; this is really a big hangar!!!

Your Commander, Lloyd Morris



37 C-47/DC 3's arrived at Oshkosh



Formation flight over Oshkosh



Tico Belle joins the 75th Anniversary of C-47/DC3's flying over Oshkosh. 3 Photos by Eric Dumigan Photography



Roger's Birthday Celebration



XP-82 as it will look when restored. Tom Reilly's dream will become a reality!



XP-82 Restoration Team



A great time was had by VAC members visiting Tom Reilly in Douglas, GA to see the only XP-82 Twin Mustang being restored. All were impressed with the workmanship of Tom and his crew.

SPECIAL REQUEST

As we know the VAC's new hangar that will honor Vietnam veterans is now being built. The hangar will have a new Memorabilia Area dedicated to that Vietnam era. Needed, however, are display items relating to that conflict, that area and the countries involved. Specifically desired are uniforms, helmets, weapons, swords, communication items, medals, photographs and living condition items. We are trying to obtain authentic items for that time period. If you were involved in that conflict, or know people that were and have any items to donate to the Museum, please ask them. Since we are a non-profit Museum the value of the items could be income tax deductible. Items can be sent to the VAC Museum or Frank Pound, our Curator.

Bob Frazier
Procurement Officer

SPECIAL REQUEST



LT. R. A. HAMMOND
"Woody" at 22,000 feet



LT. A. W. CLEMENTS
Only he had oxygen.

Chase for Flying Disk Blamed In Crash Death

Mantell Going Straight Into Sun, Buddies In Air Guard Say; Believe He Blacked Out

Capt. Thomas F. Mantell, Jr., 25, was "climbing into the sun" after what he thought was a flying disk shortly before he was killed in a plane crash near Franklin, Ky., Wednesday.

So reported two of Mantell's buddies in the Kentucky National Air Guard, who were in the air with him at the time. The Air Guard yesterday said Mantell, World War II hero, who lived at 8301 Third, died because he flew too high while chasing an aerial object.

Capt. R. L. Tyler, Louisville operations officer for the Air Guard at Standiford Field, said investigation convinced him Mantell had "blacked out" from lack of oxygen at 30,000 feet. Tyler theorized the plane went into a dive and began to disintegrate at 25,000 feet.

Quit At 22,500 Feet.

Two other Air Guard officers who were flying in formation with Mantell in F-51 single-seat or pursuit ships told of the high-altitude disk-chasing mission.

Both said they "peeled off" at 22,500 feet with Mantell "still climbing into the sun."

National Guard headquarters here said Mantell and his companions were asked by the Fort Knox radio to "look for" an object resembling a "flying saucer" reported sighted southwest of Godman Field.

Only One Had Oxygen Gear.

Only one of the trio, Lt. A. W. Clements, 3123 Ratchiff, had oxygen equipment. Captain Tyler said oxygen had not been issued generally to the guard-

men because they were training at comparatively low levels.

The three, along with Lt. Robert Hendricks, were returning from a routine flight to Atlanta. Clements said Mantell apparently picked up the Godman Field radio signal as they neared Fort Knox and changed his course. Clements and Lt. R. A. Hammond, 3117 Sonora, followed. Hendricks, however, flew on to Standiford Field.

Mantell and Clements were linked by radio, but Hammond's communications set was tuned to a different frequency.

It Looked Like a Star.

Clements said Mantell informed him they were to look for something "but didn't seem to know exactly what it was." Soon, Clements related, Mantell shouted through the loud speaker, "Look, there it is at 12 o'clock." Clements said this meant it was "right over our nose."

Clements gazed straight ahead and saw a "bright shining object that looked like a star." He and Mantell started after it.

Hammond, who had received no word of the flying saucer, was bewildered.

"At first I thought we were lost," he said. "Then we started climbing and I assumed we were looking for Louisville." Hammond was depending on Mantell and Clements for navigation and

KENTUCKY SEES FLYING SAUCERS

(Continued from Page One)

participated in the Normandy invasion and many other European operations during the war.

Since leaving active duty a year ago, he has been associated with the Kentucky Air National Guard.

WILMINGTON, Ohio, Jan. 8 (AP)—A phenomena of the skies, a flaming red cone trailing a gaseous green mist, appeared near the Clinton County Army Airbase last night, and today continued to provide a mystery for the thousands of people who saw it.

The Army Airbase late today issued a formal statement on the matter, but a spokesman said, officials there still had no idea what it was or what it might mean.

The sky phenomena, described by observers at the Clinton County Airbase as having the appearance of a flaming red cone trailing a gaseous green mist, appeared in the southwest skies of Wilmington Wednesday night between 7:20 and 7:55 p. m. (Eastern Standard Time) the Army statement said.

The statement continued: "S/Sgt. Gale P. Walter and Cpl. James Hudson, patrol tower operators at the airfield, first saw the phenomena at 7:20 p. m. and observed its maneuvers in the sky up to 7:55 p. m. when it reportedly disappeared over the horizon. The sky phenomena hung suspended in the air at intervals and then gained and lost altitude at what appeared to be terrific bursts of speed. The intense brightness of the sky phenomena pierced through a heavy layer of clouds passing intermittently over the area and obscuring other celestial phenomena."

"M/Sgt. Irvin H. Lewis, S/Sgt. John P. Haas, Sgt. Harold E. Ovis and T/Sgt. Leroy Zeigler, four members of the alert crew, joined the patrol tower operations in observing the sky phenomena for approximately 35 minutes."

Announced from a distance, "I went off on my own, then to avoid losing his bearings. I felt a little shaky at 35,000 feet," he declared, "because I realized we were supposed to take oxygen at 12,000."

"By the time I hit 22,000 I was seeing double. I pulled alongside Clements and indicated with gestures that I didn't have an oxygen mask. In fact I circled my finger around my head to show him I was getting woody. He understood the situation and we turned back."

Neither saw Mantell crash. His plane ripped down out of the sky some 80 or 90 miles from where they changed course after learning of the disk, Clements estimated.

Tyler blamed Mantell's headlong dash after the "saucer" on the fact that Mantell's World War

Captain Killed In Plane Crash.

Tampa, Fla., Jan. 8 (AP)—Capt. Samuel C. Grigsby, Jr., was killed and three crew members were injured today when an amphibian plane crashed in Tampa Bay while the crew was practicing landings.

His experience largely was limited to low-altitude flying. From the stories of Hammond and Clements, Tyler surmised Mantell was "climbing at full force at 25,000 feet." Mantell probably lost consciousness seconds later, Tyler said.

Eyewitnesses had reported seeing Mantell's plane arc high in the air and Tyler said this indicated Mantell, an expert pilot, was unconscious at the time.

Clements, 25, and Hammond, 23, both World War II veterans, landed at Standiford Field. Clements, who won the Distinguished Flying Cross in North Africa and Italy, refused and took off in search of the "disk" again but failed to spot it.

Believes Object Was Star.

Recalling the appearance of the object, Clements remarked, "The more I think about it the more I'm convinced it was a star or some other type of celestial body."

Some reports indicated the object may have been a weather balloon. An object seen near Nashville was identified as a balloon from which a rope was dangling. Two pilots at Hopkinsville, Ky., also said they followed a flying object and believed it was a balloon. At the Madisonville weather station it was reported that Northwestern University, Evanston, Ill., had sent up 21 weather-observation balloons.

Continued from Aviating with Evans - UFO's - See Page 5

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 & SUPPORT STAFF

COMMANDER vacwarbirds@bellsouth.net	Lloyd Morris 386-427-1296
EXECUTIVE DIRECTOR nabuevans@cfl.rr.com	Bud Evans 321-984-3343
OPERATIONS DIRECTOR bob@sea-plane.com	Bob Boswell 321-757-6756
MAINTENANCE DIRECTOR jamesroberte@bellsouth.net	Bob James 321-453-6995
FINANCE DIRECTOR vacfinance@bellsouth.net	Lora McCabe 321-268-1941
PERSONNEL DIRECTOR jronflew@att.net	Ron Davis 321-208-7437
FACILITIES DIRECTOR vacwarbirds@bellsouth.net	Norm Lindsay 321-267-3622
PROCUREMENT DIRECTOR roberthjfrazier@bellsouth.net	Bob Frazier 561-848-4549
PUBLIC RELATIONS DIRECTOR vacinfo1@bellsouth.net	Terry Yon 321-268-1941
EVENTS COORDINATORS vacwarbirds@bellsouth.net	Ann James 321-543-7147 Vicki Domagala 321-514-8968

Your help is needed with the mailing of our UnScramble. Last issue, 39 copies were returned – most for “Temporarily Away”, a few for change of address. Please notify us if you would like your UnScramble mailed to a different address for the summer or if you are moving. We have some members who loyally notify us, but not all. Thank you for your help!

MUSEUM & GIFT SHOP

OPEN 7 DAYS A WEEK 9 AM-5 PM
Closed Thanksgiving, Christmas & New Year's Day

ADMISSION

Adults \$18.00 Senior/Military \$15.00
Children 4-12 Years \$ 5.00
Special Tour & Family Rates Available

FUTURE EVENTS - 2010

16 Oct ----AirShow Meeting -Members & Volunteers
19-Oct ----Board of Director's Meeting
30 & 31 Oct ----Cocoa Beach AirShow
13 & 14 Nov ----Veteran's Day Open House
12 - 14----Stuart AirShow
16 Nov ---Board of Directors Meeting
02 Dec----Decorate for Christmas
11 Dec --- Christmas Dinner Party
21 Dec---- Board of Director's Meeting

2011

18 Jan----Board of Directors Meeting
15-Feb----Board of Directors Meeting
11-13 Mar----TICO Warbird AirShow

COMMANDER

The Valiant Air Command is bustling with activity. The Vietnam Display Hangar is nearing completion and we're starting up the engines for the 2011 AirShow. As if that wasn't enough, the Gift Shop is going on-line! This way our membership worldwide can buy from the gift shop from the comfort of their homes. Wow! I didn't even mention the "Tico Belle" and her busy schedule yet.

As this article is being written the hangar walls are being hung. It is exciting to know the Grand Opening of the Vietnam Display Hangar "Honoring the Memories" is coming soon, watch for the official announcement and I look forward to seeing you all at the Grand Opening!

Gearing up for the AirShow as you all know is a HUGE endeavor. Each year our show gets bigger and better, the duties of sponsoring a show of this caliber is extremely time consuming and we depend so much on our dedicated members and volunteers. I look forward to seeing you all at our FIRST AirShow meeting for members and volunteers on 16 October. This year we are honoring the original AVG pilots "The Flying Tigers". This AirShow promises to be another spectacular event thanks to our Public Relations

Officer Terry Yon. Please look at his column for more details.

Bob Boswell and Bob James have been busy with the C-47 - from invitations to AirShows around the country to her revenue flights here at the Valiant Air Command. The "*Tico Belle*" is truly a beautiful plane enjoyed by so many. She recently returned from Oshkosh, an AirShow that celebrated the DC-3/C-47 75th Anniversary. This event was attended by 37 DC-3/C-47's, truly a spectacular once in a lifetime experience. Visit the Operations Officer (Bob Boswell) and Maintenance Officer (Bob James) columns for details.

Ron Davis, Personnel Officer is gearing up for the opening of the on-line store, *Vintage Warbird Gift Shop*. Shifting priorities and personnel to accommodate two stores can be challenging especially since I keep adding inventory. I don't know how he plans on keeping up with me when it comes to the inventory for the on-line store too! Keep your eye on Ron's column for the progress of the coming events and when the store "officially" goes on-line.

Bob Frazier, Procurement Officer is always busy looking for additional planes to add to our fine Museum. He has been busy with the Space Coast Regional Airport in obtaining a Gate Guard aircraft. Also with aircraft and engine display signs that needed a face lift - they are looking great! Thank you for another job well done.

I understand Bud Evans our Executive Officer has submitted an interesting article. After we read it I think all of us will be looking towards the skies more often.

Last but not least Norm Lindsay, Facilities Officer. Norm has many projects in the works. First hiring Tom, a part-timer to help our "main man" Roger (Happy). With all the new hangar space being added on and keeping up with the "regular" maintenance of our facilities, Norm has more than enough to keep him busy.

Until next time!

Blue Skies,

Lloyd W. Morris

Before each flight, make sure that your bladder is empty and your fuel tanks are full.

EXECUTIVE OFFICER

AVIATING WITH EVANS

U.F.O.'s

At the request of our esteem Commander I am going to repeat an earlier article on a subject that is receiving some renewed attention. I am going to detour a little from my everyday story of my life of flying and relate some unusual things that were close to me regarding the Unidentified Flying Objects. (U.F.O.'s). I had only been at March Field a very few days after being recalled to active duty and was pretty much as far away from home as I had ever been, among a lot of people I didn't know. Not that they weren't friendly enough but you would have to understand "Fighter Pilots". I was a 2nd Lt. among a group of the most elite fighter pilots in the Air Force who had been selected for the First Fighter Group to be equipped with the new jets in the newly formed United States Air Force. As I said earlier, I was the most experienced 2nd Lt. there as I had been a Flight Officer in WW-II and had received my commission as 2nd Lt. in the U. S. Army Air Force Reserves while flying with the first USAAF Reserve Unit at Andrews AFB outside Washington D.C. . While awaiting my recall orders I was commissioned a 2nd Lieutenant in the Kentucky Air National Guard. When I arrived at March Field on 5 January 1948 my date of rank as a USAF 2nd Lt. was the date I signed in. There were a few other 2nd Lt.'s assigned to the 1st Fighter Group who were recent graduates from West Point and they all knew each other. I was treated with courtesy but I was not really one of either group. You can imagine the surprise I got when I entered my B.O.Q. room after a day at the flight line, turned on my radio and heard the Los Angeles radio station saying the name of my former flight commander in the Kentucky Air Guard! What followed was something I did not want to hear. Aircraft accidents were not news in those days except in the local news and having it on National News was really something unusual.

It didn't take long for me to hear the sad story as to what made it National news. Capt. Thomas Mantell had been asked to try to fly up and identify an unusual object being observed by thousands of people. It was moving across Kentucky and Indiana and heading for Ohio. Mantell was bringing a flight of four P-51's back from Florida to Louisville, Kentucky when he received the call. One member of the flight had an oil pressure

problem and continued on to Louisville and landed. The other three spotted the object and began climbing towards it. They were climbing through 22,000 feet when the element leader, Lt. Clements (a highly experienced combat fighter pilot) left Mantell to accompany his wingman who had indicated breathing problems, back to the airport. This left Mantell alone to continue the chase. The object as described by the other pilots seemed close but the more they climbed towards the object it did not appear to be any closer. Lt. Clements who was returning with the troubled P-51 called Mantell and told him to break off his pursuit as he had noticed that his oxygen tank had lost pressure shortly after starting to use it in the climb. The last known altitude of Mantell P-51 was 22,500 feet and they did not get a reply to any of the warning calls. The next thing known of Tom and his P-51D was when it was seen to disintegrate from a high speed dive at about 5,000 feet above the Kentucky countryside. (Eye witnesses said it was 10,000 feet but official reports estimated that it reached "Compressibility speed" at about 5,000 feet)

I sat on the edge of my bed totally dazed by the sudden elation of hearing the name of a friend and in a few seconds learning of his tragic death. Within a few days my Dad sent me a copy of the whole story from the Louisville Courier Journal. From that day forward the science fiction writers have had a field day at his expense. It was a perfect story for them to use as proof that aliens destroyed the P-51 because it was approaching it.

News reports immediately following the event. More research by authorities tend to favor that they saw the high altitude weather balloon reflecting the late afternoon sun and moving rapidly in the jet stream from west to east above 40,000 to 50,000 feet. [See Page 2 for Newspaper article.](#)

That was in January of 1948. About two years later while I was standing alert in my F-80 at Misawa Air Base in northern Honshu Island, Japan, I was scrambled by our Radar Site and vectored to a position about 10 miles South of the base. The instructions given to myself and my wingman was that the P-51 flight from the 8th Squadron which was en route to our aerial gunnery range just off of the coast over the North Pacific Ocean had reported seeing their towed target over the land when it was supposed to be 10 miles off shore. As the gunnery flight closed in on the "target" they reported that it was much larger than a normal 10 X 30 foot targets we used for gunnery practice. They

also reported there was no tow ship in sight. The P-51's flew next to the opaque object and while one aircraft stayed on one side the other aircraft dropped below the "Target" and when he reached the other side reported that he noted the thickness to be about 10 to 12 inches and he could see the silhouette of the other aircraft.

In the meantime the radar controller that had "scrambled" me with my wingman vectored us to the area of the sighting. By the time we arrived the radar had reported the blip had disappeared from their screens and the P-51's had lost sight of the strange flying object. I continued looking without seeing any sign of the "target" so I landed with my wingman and filed my negative report by phone. When the gunnery flight returned without completing their assigned gunnery mission they came into the alert shack where the intelligence officer met all four of us. I had nothing to report but listened while the two P-51 pilots gave their report of the strange target shaped object which allowed them to fly along on both sides of it for several minutes. It then slowly began to accelerate until the Mustangs could no longer keep up with it and then turned skyward and with blinding speed sped out of sight. My wingman and I were told not to mention anything that was said and the P-51 pilots were flown to 5th Air Force Headquarters in Nagoya and I never heard anymore about the incident. (Until reading what was supposed to be from one of the P-51 pilots in the gunnery flight however I didn't recognize the names of either pilot and he claimed to have been at 20,000 feet. Even our F-80's flew our air-to-air gunnery at 10,000 feet).

A few weeks later our entire 49th Fighter Group was out on the flight line awaiting the arrival of the C-54 carrying the 5th Air Force Inspection Team. It was a low overcast day with very good visibility. Word came down to those of us standing by our aircraft on the ramp that the C-54 was on final approach. Someone near me called out that it was just breaking out from under the cloud deck so we all strained our eyes to confirm its' arrival. Much to all of our surprise (but not so much to four of us) a dark rectangular shaped object which appeared to be 60 feet long and 20 feet high moved slowly down the runway at about 50 feet above the ground. Traveling the full length of our 7,000 foot runway it accelerated rapidly and then disappeared into the overcast. A few seconds later the C-54 emerged from the clouds and the inspection team arrived. The word was rapidly spread that nothing

was to ever be discussed about what we had all seen. Several weeks passed and although it was impossible for an event such as we had all witnessed to not receive an occasional thought or two however we did not openly discuss what it could have been?

I was standing "five minute intercept alert" with 1st Lt. James Harvey as my wingman. We were scrambled to proceed to the northern tip of Hokkaido Island. They advised me that they had been tracking some type of aerial vehicle that had crossed the Bay from the Russian side and had been wandering around the Northern part of Hokkaido south of their radar site. They advised that they could not detect its' altitude and the "plane" was changing speeds and headings very often. I was vectored to an area where they last spotted the "Target" but we were at 25,000 feet altitude above a broken deck of cumulus clouds and neither of us was able to spot any aircraft. I instructed Harvey to descend below the clouds and I climbed to 30,000 feet to look for any sign of an aircraft against the background of the tops of the white fluffy clouds. I was circling the area that the radar controller was tracking the bogey when I heard Harvey call out "Talley Ho" of the target. (Meaning he had a visual sighting on the unidentified aircraft). The controller instructed him to identify the type and tail number of the intruder and after a few seconds Harvey called and said he had lost sight of the target and when asked to describe it, he replied that he would give them a report when he landed.

We were given radar vectors and Harvey joined up on my wing and we returned to Misawa and landed. While walking to the Alert Shack he told me what he had seen. It was the same large flat rectangular shape flying at about 3,000 feet above the ground and when he flew next to it for a few seconds it quickly accelerated and disappeared in a flash. Harvey was immediately flown to 5th Air Force Headquarters and when he returned he told me he was ordered not to ever discuss the incident.

There are so many questionable reported sightings by so many people from all walks of life that the science fiction writers are having a field day with these sightings. I am not qualified to question the validity of these reported sightings; however I am very certain that the object that I observed one time and was involved in the flights were reliable sightings and were made by professionals who had nothing to gain by making false reports sound real.

Obviously there was some real interest by higher headquarters who issued the "gag order" to all who had reported those visual sightings. If any other military pilots had reported sightings during that period I would not have heard about it considering the Headquarters method of treating all the information as highly classified.

N. C. "Bud" Evans [c]

The supposed written report in one of the recent UFO stories quotes a supposed accounting of the gunnery flight observation of a UFO. The names of the two pilots were not familiar to me and I knew all of the 49th Fighter Group pilots. The other indicator that it was not accurate was the fact that we did not fire gunnery in F-51's or F-80's at 20 or 25,000 feet as the article indicated that was the altitude they were flying.

OPERATIONS OFFICER

This has been a very busy summer. Our first event, the 4th of July "Red, White and Boom" fireworks show at the Space Coast Regional Airport had to be called off due to bad weather. The weather was questionable right up to the start when the rain moved in. Titusville Officials canceled the event on the field, however, not before our first scheduled aerial event, Retro Flight had completed their routine. Thank you Retro Flight. Word is that the saved funds will be used for next year.

The highlight of the summer was our participation in the "The Last Time" event organized by Dan Gryder, et all. This event was designed to commemorate the 75th Anniversary of the DC-3 / C-47 by bringing together as many flyable aircraft as possible at an off-site location, and then fly in formation over Oshkosh on opening day of AirVenture. This was a pay-as-we-go flight with each person paying for an equal part of the flight cost. We left on Friday morning, 23 July, for Rock Falls / Sterling, IL, the rendezvous location. The crew consisted of Captains Bill Lumley and Bob James, Pilot and Flight Engineer Bob Boswell. In addition, we carried other VAC members in the cabin: two of Bill Lumley's sons, Bill & John, Bob James' wife, Ann and Rick Sante. With a quick gas stop at Frankfort we skirted the weather and landed in Rock Falls to a warm reception. Over the course of the next three days a total of 28 aircraft and crews arrived. The local community went all-out to host the event and it was a great success.

Saturday and Sunday were filled all day with tours and passenger flights. On Saturday and Sunday we flew 7 revenue flights, most with a full load. The hospitality, entertainment, and food were top drawer. The camaraderie provided through the interactions with the other crews was outstanding. On Monday, following the aircrew briefing, the crews went to their aircraft, and silently on time, each aircraft start and taxied into position. We were grouped into flights of 3. The take-off, rejoin and formation were something special. Not since WW II has so many of these aircraft been in the same formation. We arrived over Oshkosh on time for a 21 aircraft formation fly-by, followed by a stream landing and over to Warbird Parking. Tuesday we were center stage at the Warbird Circle for the media, and the rest of the time we toured visitors through the aircraft.

Basler Turbo Conversions, formed in 1988, a sister company to Basler Flight Services that has been at Oshkosh since 1957 invited the VAC members to their Grand Open House Dinner Party and viewing of their latest work where they convert Piston DC-3s to Turbo Prop DC-3s using the Pratt & Whitney PT6A-67R. This is more than an engine change as they re-designed the airframe (stretched it for 35% increased space) and put in all new fuel, hydraulic, electrical and avionics. The new Basler Turbo-67 is a high-performance (5 ton load, 43% increase from the piston DC-3) all-purpose aircraft suited for multiple applications from passenger & cargo to special operations.

The flight back at the end of the AirVenture on Sunday resulted in a weather stop just at sunset in St Augustine, Florida for dinner. Later that night the local storm passed and we made an un-eventful flight home. Other VAC members there in support of our C-47 were Jeff James, Serge English, Darrell & Dorothy Fisher, Don & Marilyn Eldredge. In addition to our support crew we saw several VAC members participating at Oshkosh: Mike Dunkel with his L-39, Joe Masessa with his OV-1 Mohawk, Linc Dexter with his SNJ, Dale Snodgrass in the F-86 and Doug Matthews. I am sure there were other VAC members flying in AirVenture that I missed.

Another exciting weekend flight in the C-47 was a visit to Tom Reilly's Labor Day Open House at Douglas Municipal Airport, Georgia. The height of the visit was viewing his progress on the restoration of the XP-82, Twin Mustang. Other aircraft restorations in progress included a P-51 Mustang, a SNJ, a Stearman and a B-17. At the hangar next door was another 1940s C-47 we could compare

with our own. While there, we also visited the original 1940s Army Air Corps Military Aviation Training School, now a museum. Established in 1941 and completed in 1942, the field consisted of 3 steel Aircraft Hangars and a Control Tower, 8 Barracks, an Administration Building, Instructors Quarters and Class Rooms, Hospital, Mess Hall and a Link trainer building. The primary aircraft was the Boeing PT-17 Stearman. Total number of Stearman assigned peaked at 170 in 1943. The first class of the 1942 graduates from West Point received their training at Douglas. Over 10,000 aviation cadets were trained there including several famous pilots and Aces. Captains Dick Osborne and Bill Lumley handled the controls while Pilots Bob Boswell and Bob James traded off as Flight Engineers. Tom Etter was the crew chief and Lorraine Juhl took care of the cabin. Other members who made the trip included: Capt. Osborne's wife Dr. Petra Liehl-Osborne, Lorraine Juhl's husband Marvin, Dick Hart, Terry Yon, Flea Meyer, Don Leathers and my son Benjamin. This was another split the cost trip paid for by each flight member.

On Thursday evening, 2 September, Lorraine Juhl and I manned a VAC information booth at the Brevard Zoo as they hosted the 14th Annual Teachers Open House. This was a very successful evening as we provided Museum, Membership and C-47 Flight brochures and information to all those who attended. Several Teachers thanked us for being there last year and said that their classes who toured the Warbird Museum enjoyed it. We provided a gift basket and a C-47 clock for the door prize drawings, both were a big hit!



Bob Boswell informs a teacher of the benefits of our Museum.



This teacher is the happy winner of the Tico Belle Nose Art Clock & 2 Museum Free Admission Tickets.



This teacher won our Gift Basket with lots of gifts & 2 Museum Free Admission Tickets.

We continued our C-47 revenue flights on every other Saturday throughout July-September. Here is the future event line-up for the C-47 as we know it today: 11 Sep Revenue Flight, 25 Sep Grant Festival and Revenue Flight, 9 Oct Revenue Flight, 30 & 31 Oct the Cocoa Beach Air Show, 12-14 Nov the Stuart AirShow, 20 Nov Revenue Flight and 18 Dec Revenue Flight. Call the Museum Gift Shop

(321) 268-1941 to book a seat or check on the latest flight schedule.

Don't miss our special Veteran's Day weekend Open House **Saturday and Sunday 13 and 14 November** at the VAC Warbird Museum. There is FREE admission for any Military Active or Retired and all Brevard County Residents - with an ID.

We have started the planning process for the TICO WARBIRD AIRSHOW 2011, INC. The AirShow will be held Friday-Sun, 11-13 March, 2011. Media Day will be on Thursday, 10 March. The BOD members, Team Leaders and Key Workers are meeting at 10:00 AM on Saturday, 18 September at the VAC. The first open organizational meeting for the AirShow for all BOD Members, Team Leaders, Key Workers and other volunteers who plan to participate will be held at the VAC Library on Saturday, 16 October, 2010. This meeting will start at 10:00 AM, coffee and sinkers will be served, and the meeting will be over around 11:30.

For those who have not been to our museum lately, we have a new hangar under construction. The Vietnam Aircraft Display Center has concrete and steel in place.

The hangar building itself should be completed by the end of October. Final completion of the Display Center will take a little longer. Watch the next issue of the Un-Scramble for information about a formal dedication ceremony.

Thanks for your continued support.

VIETNAM DISPLAY HANGAR BUILDING FUND

Thanks to all of the individuals and businesses who have so generously supported our new Vietnam Display Hangar Fund during the past year either through brick purchases, membership levels, or general building fund donations:

Abbott, Millard S. (Mel)
Allison, William S. (Stu)
Badger, Lester A.
Bailey, Donald J. (Beetle)
Baker, George H. & Virginia (Ginny S.)
National Geographic Society (BBC Film)
Barendse, Louisa "Weezie"
Baxter, Joann
Bayerdorffer, Herm
Beddingfield, S. T. (Sam)
Beltzner, Dale & Rosalie
Bettencourt, Philip & Marilyn
Birch, Bill R. (Billy)
Blau, Paul S.

Boswell, Robert (Bob) & Sandy
Boyken, Jeff
Brady, James G. & Violet M.
Brewer, John D.
Buhlin, Emerson & Natalie
Capito, Mike
Carolina Golf Cars, Eisenhauer, Phil (L/F) 6
Clark, Garrett L.
Clarke, Elizabeth F. & Thomas H.
Crocker, H.
Crocker, J.
Cross, Eliot G.
Damoff, George
Davidson, Kelly C.
Davis, Ron & Judi
Dillard, USAF (Ret), Col. William N.
Domagala, Victoria M. & Phillip E.
Dorrell, Jack & Joan
Drake, M.D., Timothy E.
Dunkel, Mike & Pam
Eldredge, Donald F.
English, Serge M.
Felt, Morris
Felton, Jean
Field, Peggy A. & J. A. Michael
Fisher, Darrell M. & Dorothy M.
Frazier, Robert H. Jr. & Diane P.
Frazier, Robert H. Jr. & Diane P.
(In Memory of Billy & Ricky)
Gage, II, Raymond W. (Ray)
Geiler, William
Graefe, George A. & Margaret A. (Peggy)
Graveline, Robert P.
Gruber, Robert B. "Bob" & Karen M. Harrington
Haydu, Bernice
Hickman, Ray E.
Hussey, Donald L. & Carol J.
James, Robert (Bob) & Ann
Juhl, Marvin T. & Lorraine M.
Kuttesch, Shirley J.
Liggett III, Roy B. "Traey" & Family
Lindsay, Gaynell "Gaye" M.
Lindsay, Norbert "Norm" A.
Mack, James E.
Mann, Hiram E. & Kathadaza H.
McClure, Jerry D. & Anita M.
McNamara, Harry J.
Meyer, Robert (Flea)
Miller (J. M. Miller Inc.), John M.
Morris, Lloyd W. & Gay
Eastern Mapping Services and Vintage Wings
Munsey, Jr., USN (Ret), Capt. Charles R. "Bob"
NCCI Holdings, Inc.
Neighbours, Terry L.
Nichols, Jay K. & Gail A.

Nishimura, Robert H.
Osburn, Michael R.
Ohlrich, Water E.
Paika, Jr., Fran
Phillips, Richard G.
Pietraroia, Anthony B. & Caroline E.
Rackl, Joseph M.

RAI Corporation, Client Services-Meg Lane
Reilly, Tom

Rellihan, Michael G. & Paula S.
Royce, Ralph & Shumaker, Nancy C.
Schmitz, Randy W. & Kimberly A.
Shook, Arvid

Sietsma, Lawrence F. & Sherry D.
Slawson, Cunningham, Whalen & Gaspari, P.L.
(Dick Slawson) & General Operating Acct.
Stickley, Howard & Rhea L.

Stowers, Jr., Harry W. ("Wes") & Elizabeth S.
Strickland, John W.

Sutcliffe, David A. & Patricia M.
Tannenbaum, Lee M.
Tarter, Albert

Taurasi, Domenic L.
Towe, James A. & Margaret C.
Trachtman, Jerry H. & Deborah W.
Vandevoorde, Rene G. & Karen M.

Wall, Robert D. & Donna J.
Woodard, Paul L.

Woods, USAF (RET), Lt. Col. Robert E. & Pat R.
Yon, USA (RET), Col. Terry A. & Janet

Bob Boswell

MAINTENANCE OFFICER

C47 - The trip to Rock Falls, IL to the "Last Time" gathering of DC3's/C47's during July 23rd to 26th was an awesome event. There were DC3's galore and even one of the two DC2's (flying) in the world. I've never seen such a field covered with Douglas "racers" in all my life! The local people at Rock Falls were most gracious to all the DC3 crews and made this gathering a truly great event. We managed to get in seven revenue flights during our time there that helped make the insurance down payment for the coming year for our flagship. On Monday morning we participated in the DC3 formation flight to the EAA opening day at Oshkosh. What a sight! The Oshkosh experience was something else. Most of Wisconsin had been inundated with record rain, the most in the last hundred years. Oshkosh was turned into a lake. However with the usual "can do" attitude the EAA volunteers managed to drain the swamp and the show went on. We were blessed with good weather en route Wisconsin both ways except for

the last 80 miles both ways but with some deviations and a pleasant dinner in St. Augustine we made the flight each way in one day. The "Tico Belle" performed well with only a minor discrepancy in twenty plus hours of flying. Upon our return we completed our 100 hour inspection over a two week period.

TBM - The electrical wiring rework is continuing. The progress has been very good and once our engine components return we'll be close to running the engine. The hydraulic system was pressure tested using an electric (28Vdc) pump. The system was free of leaks and several of the hydraulic actuators were functionally checked.



Bob Munsey works on the electrical wiring rework for the TBM.

Robert E. James

GRUMMAN GREMLINS

As of this writing, the construction of the Vietnam Display Hangar is well underway. The erection of the steel girders that provide support for the hangar assembly is almost complete.

Once again, it is time for our Grumman Gremlin restoration team to get back to our scheduled restoration work load. This year we have experienced a few months of abnormally hot temperatures. Our work areas can get unbearable due to the lack of air conditioning. Many of our volunteers are elderly so we have to be extremely conscious of the work loads for safety and health conditions.

We have been tasked with some house keeping chores to refurbish some of the museums other display aircraft. This past week we removed the Radom from the F-14A Tomcat so that we could restore the aircraft to its received pristine condition. A safety collar was fabricated and installed in the nose strut.

The F-11F Tiger that is in restoration has had a missing flap hinge fabricated and installed on the right wing. The gun bay doors have been removed and their gun ammo-diffuser chutes are being repaired. We are still refurbishing the gun bay door latch assemblies. The gun bays have been sand

blasted and cleaned of corrosion. We have applied a proper coat of primer.

The F-4J Phantom II continues to be cleaned up and the corrosion treated. We still have to fabricate some access cover plates that were missing when we received the aircraft.

George "Dutch" Graefe

PERSONNEL OFFICER

ELECTION UP-DATE

There were three VAC Board of Directors positions open for the term 2011-2013:

Executive Officer: Bud Evans, Incumbent
Operations Director: Bob Boswell, Incumbent
Facilities Director: Norm Lindsey, Incumbent

Only three Letters of Intent, one from each of the incumbents, were received by the 16 August deadline for submission to seek a position on the VAC Board of Directors. According to our By-laws, the current Board of Directors voted to accept the incumbents for an additional term.

HOLIDAY CHEER

The holiday season is quickly approaching and brings with it many opportunities to get together and catch up on the past years events, and of course talk about airplanes. One of the best socials is the VAC Christmas Dinner. Mark your calendar for Saturday, 11 December. We will have a social hour with hors d'oeuvres starting at 5:00 PM followed by an exceptional buffet and desserts. Music will be provided for your listening and dining pleasure. See you at the Christmas Party.

TOYS-FOR-TOTS

You can make a difference! Last year the Marine Corps distributed over 16.3 million gifts to 7.4 million less fortunate children across the country. Again this year, as we have in the past, the VAC is supporting the Toys-for-Tots Foundation. We will have a collection box in the Gift Shop and will be accepting gifts for Toys-for-Tots at the Christmas Dinner. Start looking for that "perfect" donation to bring. A single new unwrapped toy could make a big difference as a gift to one of these children. Please show your support and donate a toy during your next visit to the Warbird Museum or at the Christmas Dinner.

New & Renewals - 16 June - 15 September 2010

New Members

Alves, Andre / Alves, Desiree L.
Andreasen, Martin J.
Berry, Richard A. "Dick"
Berube, Danton / Berube, Patricia
Brown, Don F. (C-47 Comp.)
Burris-Meyer, Peter/Burris-Meyer, Sandra (Lifetime)
Cabrera, Raul
Carlough, Richard A. (C-47 Comp.)
Carmichael, Jennifer (with Michael R. Haney)
Daley, Thomas L. / Daley, Susan J. (C-47 Comp.)
Dobinchick, Perdita L. (with Charles W. Clements Jr.)
Easter, Larry E.
Fett, Hans (C-47 Comp.)
Gammon, Richard / Gammon, Joanne
Giandomenico, Jaime A. (C-47 Comp.)
Golden, Jem (C-47 Comp.)
Grainger, Mark W. / Grainger, Catherine A.
Gray, Bryan W. (C-47 Comp.)
Guill. Thomas V. / Guill Gina M.
Hurt, George R.
Kotzum, Steve (C-47 Comp.)
Levy, Gary J. (C-47 Comp.)
Lively, Charles / Lively, Barbara
Lumley II, William J. (C-47 Comp.)
Malley, Lt. Dylan (C-47 Comp.)
Matthews, George G. (C-47 Comp.)
Nelson Richard A.
Olsen, Roy (C-47 Comp.)
Peek, Rollin (C-47 Comp.)
Perry, Armand (C-47 Comp.)
Prince, Kerry M. (C-47 Comp.)
Prince, Wayne M.
Prioleau, Shelley G. (C-47 Comp.)
Sante, Richard G.
Siegler, James / Siegler, Kay
Springer, Joanne
Stepp, Hal (C-47 Comp.)
Veit, Stanley S. (Stan) / Veit, Lucretia (Dede)
Walsh, Gary T. (C-47 Comp.)
Walsh, Nicholas A. (C-47 Comp.)
Ward, David E. / Ward, Sandra P.
Willett, Richard L. (C-47 Comp.)
Wilson, Victoria A. / Wilson, Pat
Wilson, William F. (C-47 Comp.)
Zajdel, Kathryn A. (Comp.)

New Lifetime Members

Burris-Meyer, Peter / Burris-Meyer, Sandra
Holly, Karl / Balshen, Elena
Trachtman, Jerry H. / Trachtman, Deborah W.

Renewals

Beddingfield, Sam T.
Buhlin, Emerson C.
Clements, Jr., Charles W.
Demers, George A. / Demers Ann M.
Eiting, Joshua J. / Eiting, Shirley R.
Etter, Thomas R. / Etter, Patricia E.
Evans, Bud / Evans, Nancy
Gell, Gary S.
Graveline, Robert P.
Haney, Michael R.
Horner, Duke C.
Kaisler, Kenneth L.
Leathers, Donald A.
Moddle, Jr., Stephen S.
Moriarty, Eugene P.
Moses, Robert G. / Moses, Norma J.\
Owens, James G. / Owens, Genie B.
Petersen, Andrew J. / Petersen, Randolph A.
Ray, M.D., Morris W.
Reus, Joseph H. / Reus, Shirley M.
Riley, Denis G.
Springer, Dan
Stefano, Mario W. / Stefano, Karin L.
Strickland, John W.
Trudick, Stephen M.
Wall, Robert D.

Ron Davis

FACILITIES OFFICER

NEW HANGAR UPDATE

The concrete floor has been poured and the support beams are all in place. About 15 per cent of the steel beams have been painted with the weather causing some delays with the painting process. If the weather cooperates I expect the see the sides and roof installation begin the latter part of September. If all goes well completion should be between late October - mid November.

The main display hangar continues to be trouble free since the overhead sprinkler system was upgraded with new and improved sprinkler heads. No more 1 A.M. trips to the museum to address false alarms.

If you have occasion to visit the museum take time to introduce yourself and say hello to our new AARP worker, Tom Rider. The AARP has a program that provides part time workers for job training with the goal of finding permanent positions for the worker.

We are still in need of someone to care for our heavy equipment, crane, forklift and large tug. If you can volunteer some time and have some expertise in that type of equipment please call the museum (321-268-1941) and leave you name and phone number.

Norm Lindsay

PROCUREMENT OFFICER

It must be the summer doldrums because activity has been slower than this past quarter. This is quite a contrast to bringing the OV-10 Bronco and the F-18A Hornet into the Museum at about the same time.

AIRCRAFT EJECTION SEATS - We have been able to request current model ejection seats for loan from the Navy Museum. One will be installed in the FA-18A Hornet and two in the twin pilot F-4J Phantom. This enhances the public display of the aircraft.

IDENTIFICATION and HISTORIC SIGN BOARDS

The program to update signs and design new ones for recently acquired aircraft and engines continues. Some 9 new ones have been installed. A standard design format and easel has been established.

GATE GUARD AIRPLANE – Interest in obtaining a gate guard aircraft for the Space Coast Regional Airport continues. The possibility of obtaining a Canberra or T-34 airplane is being looked into.

HELICOPTERS – The Navy Museum has offered the possible loan of a SH-3 Sea King or a SH-60 Sea Hawk. We declined the SH-3 for size and type but the SH-60 is still pending with the Navy.

Bob Frazier

PUBLIC RELATIONS OFFICER

It's been a busy period for the Public Relations Office as we tried to support a soggy "Red, White and Boom," turned in a Grant Proposal, worked with the Tour Guide Program and started some detailed planning for the airshow.

Our poster is completed and thanks to Phyllis Lilienthal our program is now about 80% complete. We have some great guests of honor lined up who served with the Flying Tigers in WWII and will have at least two P-40s participating in the TICO Warbird 2011 AirShow.

We are looking forward to the Veteran's Day Open House, which will be 13 & 14 November and the official ribbon cutting ceremony for the new hangar, which is looking better everyday.

Our tour guide program continues to thrive. We now have some 50 tour guides on the roster. I could actually hold a formation -- some are accusing me of planning a "coup!"

Beyond that, we are doing group tours, outreaches to schools, Lions, Rotary clubs and other groups. If you know of any group that would like someone to come visit them and talk about the Valiant Air Command, our AirShow and/or our exhibits, please let me know. And, if anyone is interested in our tour guide program, we can always use a few good men (and women).

Terry Yon

A NOTE FROM ANN

BAKING SCHEDULE FOR LADIES

We extend a BIG thank you to all of our "Baking Ladies" for filling in so well this summer. Everything went smoothly, even though many are out on vacations, have company or not feeling well. We appreciate all the added efforts each of you have given.

We look forward to our "northern ladies" returning soon from their summer away. Also, "Get Well Soon" to Gun who is tending to a foot ailment. Hope you are hopping around soon!

We will be supporting the "Hot Dog Cart" during the November Open House. Dates are November 13 and 14. Would love to have your help there! As usual, if you have a schedule problem, just call Jean or me.

Thank you all!

Ann

OCTOBER

- 6 Jean, Karen, Gun
- 12 Gaye, Joann, Joan B.
- 19 Joan D., Lorraine, Jenny
- 26 Margaret, Genie, Marilyn

NOVEMBER

- 2 Jean, Karen, Gun
- 9 Gaye, Joann, Joan B.
- 16 Joan D., Lorraine, Jenny
- 23 Margaret, Genie, Marilyn
- 30 Ann, Ailene,

DECEMBER

- 7 Jean, Karen, Gun
- 14 Gaye, Joann, Joan B.
- 21 Joan D., Lorraine, Jenny
- 28 Margaret, Genie, Marilyn

VINTAGE WARBIRD GIFT SHOP

FORMERLY FROM THE FRONT COUNTER

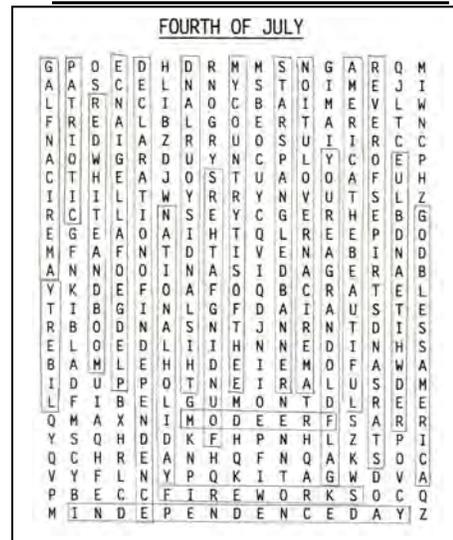
It looks like the Gift Shop has gained a name - thanks to the help of Frank Pound, Terry Yon, Ron Davis and of course our Commander, Lloyd Morris. *Vintage Warbird Gift Shop* is now the name of not only our gift shop at the museum but also our on-line gift shop. Vintage Warbird Gift Shop is finally entering the 21st Century. Keep checking the website for our Grand Opening coming in early October.

Valiant Air Command is already buzzing; with the children back to school, it's time to mark the calendar and gear up for the holidays. Now is the best time to shop BEFORE the rush. We have grown and have a full inventory; caps, t-shirts for everyone in the family, clocks – aviation, nose art and military, jackets for that special someone and models of all kinds, plastic and die cast, DVD's of favorite planes, books, photographs and prints to name a few and don't forget the toys for the young and old.

Come on by, Pam, Sandy and Lloyd are always busy adding new inventory.

Pam and Sandy

SOLUTION – FOURTH OF JULY



CHRISTMAS SHOPPING IDEAS



- | | | |
|-----------------|----------------------|----------------------|
| Aircraft Models | Franklin Mint Models | Patches |
| Aircraft Prints | Half Off Sale Area | Playing Cards |
| Books | Hawaiian Shirts | Signed Prints |
| Caps | Keychains | Toys |
| DVD's | Kites | T-Shirts |
| Flight Jackets | Microcopters | Vintage Propellers |
| Flight Suits | Mugs | Vintage Tin Signs |
| Framed Photos | Nose Art Clocks | Weather Thermometers |

MILITARY AVIATION QUIZ

Test your skills and see if you can answer these military aviation questions. Check your sources and if you're still stumped, call Terry Yon here at the Museum for help.

1. Who piloted the famous WW II aircraft, the Memphis Belle and what type of aircraft was it?
2. What US fighter aircraft in WW II had the most number of kills?
3. Who were the "hump pilots?" Where did they fly?
4. What made the Cessna O-2 Skymaster one of the most unique aircraft in Vietnam?

5. What were 3 nicknames of the venerable C-47?
6. Who were the "Flying Tigers?" Where did they fly and how long was their organization in existence?
7. Who were the "Tuskegee Airmen?" What aircraft did they help make famous?
8. What famous aircraft was the F or P-82 modeled after? What record does it hold for the Korean War?
9. D-Day, the invasion of Normandy, was originally planned for 5 June 1944. Why was it delayed until 6 June 1944?
10. What was the mission of the Grumman Avenger aircraft in WW II?
11. What was the Navy's first operational jet fighter?
12. What was the name of the first operational transport helicopter?
13. What was the nickname of the F-4 Phantom?
14. Name the four primary missions of the UH-1 Huey used in Vietnam?
15. What was distinctive about the US Army, Vietnam era, OV-1 Mohawk?
16. What two relatively recent movies featured the C-123 Provider?
17. Who were the Women's Air Force Service Pilots? What did they do?
18. What record did the F-8 Crusader set?
19. What was the name of the first pilot trainer used by the Military?
20. What famous WW II mission was carried out by the B-25? Who was the leader?
21. What was the aerodynamic innovation used for the first time by the Air Force on the F-86 Sabre jet?
22. What two important records did the F-104 establish in the late 1950's?
23. What was the nickname of the F-4 Phantom?
24. What US fighter aircraft I WW II had the most number of kills?
25. What was history's first "helicopter war? What helicopter is emblematic of that war?

Good Luck!!!

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Retired Military - I.D. Required)**

TICO WARBIRD AIRSHOW 2011 MEETING

SATURDAY, 16 OCTOBER AT 10 AM IN THE VAC LIBRARY

VAC CHRISTMAS DINNER

SATURDAY 11 DECEMBER

BEGINS WITH SOCIAL HOUR AT 5 PM

BRING YOUR TOYS FOR TOTS

DON'T FORGET TICO BELLE IS FEATURED IN EAA WARBIRDS MAGAZINE –
OCTOBER 2010 ISSUE