



UN-SCRAMBLE

APRIL, MAY & JUNE 2011



HIGHLIGHTS FROM JANUARY, FEBRUARY & MARCH AND TICO Warbird Airshow 2011



F-15 E Strike Eagle Demonstration Team!



The Sopwith Camel with David Gillespie as Snoopy ready to confront the Red Baron!



Jim Tobul in his F4U Corsair!



Doug Matthews in his T-33 Shooting Star!



The Red Baron - Tim Plunkett readies for his encounter with Snoopy in the Sopwith Camel!



Heavy Metal Jet Team led by Lt. Col. Jerry Kerby, USAF (Ret.) perform in their first AirShow!



Quick Silver & Glamorous Gal — P-51 Mustangs!



B-2 Spirit Stealth Bomber WOWS the crowd!



A-10 Warthog Demo Team with Lt. Col. John Bolyard Ace Pilot with the Flying Tigers!



Jerry Trachtman, Announcer Extraordinaire announces the performers!



Mike Dunkel in his L-39 races the Jet Car!



Ralph Royce briefs pilots before performing.

MORE HIGHLIGHTS from our 2011 TICO Warbird Airshow



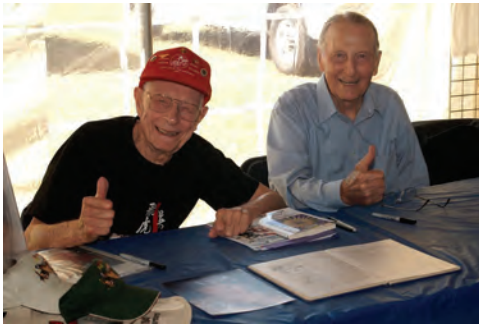
John Makinson's B-25H "Barbie III"



Larry Kelly's B-25 "Panchito"



Tom Reilly's B-25J Mitchell "Killer Bee"



Bob Gruber and John Bolyard greeted everyone in the PX Tent.



Rick Svetkoff in the F-104 Starfighter climbs to new heights!



David Marco's "Sizzlin' Liz" P-51 Mustang



Flightline Security did a great job!



Airshow Marshalls kept parking and flying running smoothly.



Bee Haydu, retired W.A.S.P. pauses from signing her book for a flight in a Huey!



Heavy Metal Jet Team with T-33 pilot Dale Snodgrass joining the performance!



John Fallis' P-40N "Suzy" performs in our Airshow!



Kermit Weeks performs in his P-40N!



P-51 Mustang, A-10 Warthog and F-15E Strike Eagle on their Heritage Flight!

**C-47 at
DROP ZONE
in
DUNNELLON
FLORIDA
24 Feb 2011**



Jumpers prepare for jump!



Jumpers go airborne from C-47!

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 ironflew@att.net	Ron Davis 321-208-7437
FACILITIES DIRECTOR vacwarbirds@bellsouth.net	Norm Lindsay 321-267-3622
PROCUREMENT DIRECTOR roberthjrfrazier@bellsouth.net	Bob Frazier 561-848-4549
PUBLIC RELATIONS DIRECTOR vacinfo1@bellsouth.net	Terry Yon 321-268-1941
EVENTS COORDINATOR vacwarbirds@bellsouth.net	Ann James 321-543-7147



Help! Help! Help!!!

Please remember to call with your change of address, whenever moving or going north or west for the summer months. We want to be sure to get your Un-Scramble to you. Thank you very much!!!

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 5-12 Years \$ 5.00
Children under 5 – No Admission Charge
Special Tour & Family Rates Available

FUTURE EVENTS – 2011

16 Apr----- Noon - AirShow Debrief /Survival
Luncheon/VAC Main Hangar
16 Apr-----C-47 Flight
19 Apr----- Board of Director's Meeting
24 Apr-----Happy Easter
03-04 May----- Centennial of Naval Aviation Week
Pensacola / NAS Pensacola
08 May-----Mother's Day
14 May-----C-47 Flight
17 May----- Board of Director's Meeting
21 May----- Armed Forces Day
28-29 May----- St. Augustine Air Show
28 - 30 May -- Memorial Day Weekend Open House
14 Jun----- Flag Day
19 Jun----- Father's Day
21 Jun----- Board of Director's Meeting
09 Jul----- Pensacola Beach Air Show

COMMANDER

The 34th Tico Warbird AirShow 2011 was "spectacular", "the greatest ever", "a huge success", "outstanding with the B-2 Spirit Stealth Bomber as the greatest", and more and more comments like these from the spectators.

I am very thankful to each and everyone who made this, our best airshow ever. THANK YOU, THANK YOU, THANK YOU!!! It was your hard work; dedication and perseverance that made this memorable event come together for our members and viewers.

Thank you to Ann James for her dedication with the chalets, pilots, distribution of tickets to all that sold tickets prior to the airshow and to all of her crew, as well as supervising the Coca-Cola trailers and personnel (friends and family).

Thank you to Terry Yon for recruiting and bringing Lt. Col. John Bolyard Ace Pilot with the Flying Tigers to speak with visitors and sign autographs in the PX tent and Robert Gruber who was a radar navigator for the 27th Troop Carrier Squadron based in Yunnanyi Province. All this and great publicity on a limited budget brought a record breaking crowd to our airshow.

Lora McCabe with the support and assistance of her husband, Jack did an excellent job handling all the finances, also Marilyn

Bettencourt and her crew of ticket takers. Thank you so much to you and your crews.

Many thanks to Joe Cross for a job well done of coordination of field set-up, parking, etc. from start to finish – well done!!!

Bob Boswell for the excellent job of lining up all of the aircraft to fly, this can be difficult with unforeseen problems with the aircraft as we close in on day one of the airshow. This was the first airshow for the “Heavy Metal Jet Team” that performed superbly. For securing the fly-over of the B-2 Spirit Stealth Bomber, a wonderful addition to our airshow, a special thank you! Everyone was in awe of seeing her. All of our member pilots, their crews, ground support and everyone else who supported them with their great performances. The F-15E Strike Eagle and A-10 East Demonstration Teams were outstanding. The Jet Car race with Mike Dunkel in his L-39 was great. And so many others, I could go on and on.

Norm Lindsay and his crew for their countless hours of setting up and tearing down the field, thank you isn't enough. He and his crew did an excellent job moving all of our aircraft from the museum to the airshow field and back. THANK YOU!!!

Bob Frazier, Don Hussey, Kevin Quinlan and all who helped make our Auction and Dinner a huge success. It takes a great deal of time and effort to bring this together and they handled it well. And a special thank you to Kevin and Karen Quinlan and their crew for “Dirty Flight Suit Night” – the food was very good!

Thank you to all of the members of the Board of Directors for their tireless effort and time to bring about the greatest show ever.

Phyllis Lilienthal, our VAC Staff Photographer did a great job of putting together the Scramble Program and for the great photographs of the performers before, during and after the airshow. Thank you!!!

Ralph Royce did an outstanding professional job as our Air Boss and Jerry Trachtman did a great job with announcements from the Announcer's Booth. Thank you both for a job well done!!!

Thank you to all of our golf cart drivers, George and RoAnne Damoff, Roger Desplaines, Terry Yon, Phyllis Lilienthal, Josh McGuffin, Chandler Langevin and others for transporting those that needed rides.

Thank you to Roger Desplaines for his untiring work early in the morning and back till late keeping us in “Air Worthy” shape.

Michael Powell, Kim Paschke and Debbie Marino from the Airport Authority for their cooperation and special help with our airshow, thank you! Also thanks to Gene Lamos and all of the crew in the Air Traffic Control Tower for all of their assistance. Last, but not least, the PX Tent was record breaking as far as revenue is concerned. Thank you to Pam Watson, the

Manager, Betty Spencer, Anita Varela, Chris Christianson and Mark Cook – thank you to all of you – well done!!!

All other support personnel too numerous to name them all – thank you, thank you, thank you!!!

Lloyd W. Morris

EXECUTIVE OFFICER

This time every year I get the opportunity to thank all of the volunteers for their outstanding devotion to the purpose of our airshow and what it stands for. There are no words that I can pen that will begin to express the appreciation I along with the entire membership can offer, which even remotely or adequately describes what tremendous energies you exert to make our show the success it was once again this year. It goes without saying that all of the Board Members (with the exception of yours truly who does nothing but get in the way of the real workers) put out exceptional quality and quantity of effort to plan and execute the control of the Show. That is the job of the Board members but without the support of you volunteers whose names are never mentioned the show could never be conducted. Everywhere you looked there were volunteers performing their assigned duties in a very professional manner and when dealing with any event as demanding as an “AirShow” that is especially important. I have to add a special “Thank You” once again to Ann James who takes on so many jobs every year at the event and does an outstanding job of supervising the many wonderful volunteers who are a large part of assisting in almost every aspect of the show. I know that every year I try to give proper credit to the volunteers and every year my praise of the entire group of people who are responsible for the success of the show fails miserably to adequately perform that job. I believe that everyone who was there agrees that it was one of the best shows we have ever had and the super and professional job of all pilots flying who were supervised by Bob Boswell and Air Boss Ralph Royce were obviously the center of the event. You only have to look at Lloyd's face to see that he spent a lot of time out on the field days before, during and after the show. Like almost all of the spectators the sunburn lotion was represented.

AVIATING WITH EVANS

PERSONAL FEELINGS AND EMOTIONS:

Why was it not a debilitating emotional event when I lost fellow pilots in combat? I have asked myself the same question in my later life. I have finally decided that if I write about it I will have a little better understanding of my mental and emotional feelings when pilots I have considered friends were lost due to combat conditions. Losing our first pilot during the Korean War whom I considered a friend was handled partly by the unrelenting schedule during the first several months of the

conflict that gave us little time to dwell on the loss of a fellow pilot who could have easily been me. Probably the way I grew up moving all over the country and attending eleven schools before graduating High School left me without any life long friends therefore I did not have that emotional tie to my fellow pilots. It was not limited to combat losses as I lost many friends in training and in operational flying particularly during the developing of jet fighters and later in my career in experimental flight testing. I served with really great men during my aviation cadet days and later flying career. I made friends and when one of them was killed in an aircraft accident I steeled my mind to understand that it was the risk we were all taking. This was the attitude many of us had and it was vitally important to remain totally loyal to your friends in the air and on the ground and when their luck ran out you grieved and remembered them as the great pilots they were! Then you moved on as though it was the natural price we were all willing to pay for the success of our mission, both in war and in peace.

I have to dig far back in my memory bank to recall what real fear and helplessness feels like while flying as a pilot. The one incident that leaps into my mind was on the night a few days after the North Koreans invaded South Korea and the United States had vowed to defend the South Koreans. My squadron was deployed at Itazuki Air Base in Southern Japan and we were flying missions from there into Korea as there were no air fields in South Korea that could accommodate jets. The Eighth Fighter Group was based at Itazuki and after a day of flying combat their pilots dressed in their class "A" uniforms and went to the "O" club or home to their families. Those of us in the 9th Fighter Squadron were living in tents on the opposite side of the base from all of the facilities and had no uniforms but our flight suits thus were not allowed in the main part of the club confining us on most of our evenings trying to read by the three 20 watt light bulbs we had to illuminate each of our tents. On the night of this particular event we were resting and recalling the days combat events and comparing information about Korea as our intelligence people had very limited information to pass on to us. We knew that the North Koreans had Russian WW-II aircraft which after all, was only five years past. Our F-80's were the first jets the United States had ever flown in combat and as far as we knew were the only jets in the Far East.

Suddenly the night's normal sounds were broken by loud warbling sounds of several fire sirens. Our Squadron Commander and Operations Officer ran out to check on the reason behind these blaring horns. Within minutes they rushed back into the tent and told all of us Flight Commanders to round up our pilots and get them into their aircraft prepared to take-off immediately. I had no clue as to what was going on but ran to the next tent and told my flight members to get in their F-80's although I couldn't tell them why. By the time I reached our personal equipment tent and was picking up my

flight gear my Squadron Operations Officer filled me in on the situation.

The early warning radar station had picked up a large formation of aircraft inbound from the Korean Peninsula and they were not squawking friendly identification codes. All sorts of wild thoughts were running through my mind as I climbed into the cockpit, started the engine and then followed the aircraft ahead of me onto the taxiway. Two conflicting and yet supporting scenarios were running through my mind. The first was the realization that I could be shot down as I was just getting airborne with no chance to fight back even if I was able to see the enemy aircraft in the dark. The other horrifying thought was that we were all lined up one behind the other on the taxiway waiting for the whole 8th Group to take off on the only runway making a perfect sitting line of targets. The tower would not clear any of our 9th Squadron aircraft on the runway until all of the 70 plus 8th Group aircraft had taken off. (Even though we were already for take-off long before some of the 8th Group aircraft had started their engines). After all it was their airfield and their control tower.

I started by saying that there have been very few times that I have actually known true fear. Well this was one of those times. Sitting in that tiny cockpit lined up behind six other F-80's expecting at almost any minute to become a sitting target for a North Korean pilot who we were led to believe were only minutes away. I don't remember how long we sat there but it was at least 15 minutes of wondering why we weren't allowed to work our way in between take-offs of the Itazuki aircraft.

Then it happened! The tower announced that the alert was resolved and the inbound fighters were a Squadron of Australian F-51's returning from their mission in Korea and had the wrong identification code. Their base was at Iwakuni some miles past Itazuki and their flight path took them very close to our Base. You will never know how relieved I was when the news canceling the alert came and we relaxed back in our tents listening to the 8th Group aircraft landing. I didn't envy those pilots who had to dash from the comfort of their homes and climb into the dark night sky and then having to burn off a good amount fuel before being light enough to return to land.

Quite a number of times I have been faced with situations in the air that would seem to be cut and tried responses dictating leaving a beautiful (sometimes) aerial machine to fend for itself as I departed company in favor of a nylon letdown. Fortunately my lack of automatic compliance with the handbook solutions, possibly because of a slow mind although I like to believe it was because I looked for all alternatives before trusting that pack I was wearing on my back. All I can say at this late date was that I made the right decisions enough times for me to still be around to write this story.

I was writing about emotions and one major one is "Fear". I believe it is a powerful emotion and often plays the major role in our decision process. There have actually been very few times in my flying career that it has taken control of my response to a seemingly desperate situation. Even while under the seemingly most hopeless situations, such as when I was hit and set on fire by anti-aircraft fire and had to shut down my engine. I was without power over the enemy I had just bombed, strafed and rocketed. I was too low to eject and everything in the cockpit would seem to be hopeless! You would possibly consider that would cause a pilot to be frozen with fear and yet I was mentally and physically frantically analyzing every possibility that would keep me from giving up to the rational thinking that should have made my chances of survival seem impossible! While doing the things that would normally have created the end of me and the F-80, I managed to pull out my seemingly hopeless chances of survival several times before finally landing on a friendly (So I thought) air field.



Through out my flying career of 68 years I have lost many friends and most of them were extremely fine pilots and also outstanding men. I don't want to imply that I have not felt deep emotional loss each time they left our flying brotherhood. That grieving period was as all of us would expect from our peers to say a prayer, give a toast and climb back in the air and continue what they had been doing for aviation and the Free World.

I have been faced with situations in the air that would be considered to the inexperienced pilot terribly frightening whereas in reality as an experienced pilot you handle them in a measured precise manner. Although all indicators would dictate relying on a nylon letdown you stay long enough to fully analyze your situation and realistic options to the extent your experience allows.

The one thing we always look for in all aircraft accidents is an attempt to understand what caused the accident and what the pilot's options were to deal with that situation. There are conditions which give the pilot no chance of survival and we accept that as an inescapable calling of that higher power. We try to learn all we can as to what led to the accident and try to diagnose what lead up to the problem before it claims another

pilot. We all hold back our true inner feelings about the loss of a friend and one way is to spend our energies on diagnosing the events leading to the accident. We then try to make design changes or correct the emergency procedures to prevent losing another aircraft and or pilot. Whatever the final outcome, those of us who have been lucky enough to be chosen to survive many of these incidents during our life time look forward to seeing old friends when we pass into the life beyond. It doesn't occur to us that the ones we meet when we arrive are not the "Good Guys" but the ones we considered would not make it to "Pilots Heaven". The only suggestion I can make is that if you believe in this scenario just live your life as though you want to be sure to end up your eternity in "Pilot's Heaven" with all of your friends, "The Good Guys"!

N. C. "Bud" Evans ©

OPERATIONS OFFICER

"Wow, what a great Warbird AirShow!" That's what I have heard from everyone both during and after this year's event.

Friday, Saturday and Sunday could not have been better. The weather was perfect, and the advance advertisement and wide-spread media coverage resulted in a record breaking number of spectators watching more than 75 aircraft speed through the sky. From WW I Biplanes to the B2 Stealth Bomber we had it all. This year's AirShow, dedicated to the Flying Tigers of WW II fame, was highlighted with aerial performances by three P-40s and attended by former and active members of the Flying Tigers. The current Flying Tigers, out of Moody AFB, joined the celebration with their A-10s led by Tiger 1. The Air Combat Command's East Coast A-10 Thunderbolt Demonstration Team provided an exciting display of air to ground capabilities with "pyro" for effect. The Air Combat Command's East Coast F-15E Strike Eagle Demonstration Team provided an awesome display of power and maneuverability showing the capabilities of front line fighters in our military service today. The F-104 Starfighter with a show of power and performance speed across the show line at low altitude with the unmistakable wine of the engine and trailing smoke. New for this year was a real crowd pleaser, the Heavy Metal Jet Team, four L-39s in a tight formation that provided an outstanding performance. Always a crowd favorite, the "Warbirds" numbering over 40 planes, included three B-25s, three P-51s, one TBM and one Corsair; Observation and Liaison, Transport and Trainers, and many other Fighters and Bombers that filled the sky with aircraft and provided the excitement and sound that can be found no where else. The WW I dog fight between Snoopy in the Sopwith Camel Biplane and the Red Baron in the Fokker Triplane held everyone's attention as did the B2 Stealth Bomber when it arrived. The Vietnam Downed Airman skit with live fire from the Viet Cong bringing down a Rash FAC in his O-2; and the HU-1 "Huey" helicopter rescue to pick him up in front of the crowd was as good as it gets. We won't forget

the many solo demonstrations and acrobatic acts; the Super Decathlon, the Tumbling Tiger and his Salute to Veterans in the YAK 55, the P-51 Mustang, the F-4U Corsair, the AT-6 Texan, the T-33/P-80 Shooting Star, and the L-29 that thrilled the crowd. Then there was the Jet Dragster race against the L-39. Smoke and thunder brought the entire crowd to the front line where many a wager was won and lost over the 3 day contest. The show ended with the Heritage Flight comprised of the F-15E, A-10 and P-51 that capped an outstanding Warbird AirShow 2011.

The flight line and pits were jammed with static displays that provided close-up views and an opportunity to talk with an aircrew member and capture a once in a lifetime story and picture. You cannot imagine how big the MH-53 is until you walk up to it and go inside. With our own C-47, two B-25s, three T-6s, Waco and the "Huey" available, there were rides for everyone. As always Ralph Royce Air Boss and Jerry Trachtman AirShow Announcer were the best of the best.

We had a great assortment of food and dry good vendors, and new for this year was a mini-carnival in the mid-field that all the kids seemed to enjoy. The Military Vehicles, Antique Car and the Custom Car clubs provided a large collection of one-of-kind to see.

The Military Re-enactors with their bivouac area and their live fire demonstrations, both in the drill field and as part of the Downed Pilot Rescue skit, added a lot to the AirShow and drew a large group of spectators for each of their activities.

Pre-AirShow preparations were the best ever thanks to so many who volunteered to do the planning and paperwork many months prior. A big thank you also to those who worked to set-up the airfield, equipment and airplanes before the AirShow, those who volunteered their time during the AirShow, and the team that completed the tear-down, relocation of aircraft, equipment and the final clean-up.

Once again, one of the keys to the quick and smooth aircrew check-in was the Advanced Registration Program that the Pilots really supported. The Staff thanks every Pilot that got their information in early so the Operations and FAA Books and Forms could be completed in advance and preparations could be made for arrival, aircraft parking and AirShow participation. We will do it even better next year.

Of course we could not have done the AirShow without the gracious help of all of our Contributors and Sponsors. Thank you for your loyal support that provided this Warbird AirShow for our community. We will formally recognize all the Contributors, Sponsors, and Volunteers who made this Airshow possible at a later event.

For the Key Workers and Volunteers the AirShow 2011 debrief is scheduled for Noon on Saturday, 16 April in the VAC Main Hangar. Lunch will be provided. Please make notes about our event and be ready to discuss improvements for next year.

Bob Boswell

MAINTENANCE OFFICER

C-47 – We have recently completed another Tico AirShow! It was a resounding success due to the many hard working volunteers, great weather and all the pilots that brought the warbirds for the crowds to see military aviation history come alive. We were blessed with three days of great flying without an incident.

Unfortunately, the C-47 suffered an engine problem with an initial indication of a large loss of oil from the right engine. This occurred after the Saturday show during a revenue flight. Trouble shooting indicated that the number nine cylinder sustained a crack that requires it to be replaced. That action is in work at the present time. It is one of the hardest cylinders to replace as it is the rear one adjacent to the oil sump which must be removed to allow the cylinder to be removed. It looks like we will miss being able to go to Sun 'n' Fun this year.

L-13 – The R680 Lycoming engine is being dissembled so that the major components can be magnafluxed. The engine was supposed to have been overhauled many years ago, but since we did not have any supporting paperwork to verify that, we'll have to do a complete teardown and inspection. So far all the internal surfaces are free of any signs of corrosion and the engine does look like it had been overhauled.

Repair of the right wing has been completed and work on the left wing is continuing. We do need a complete set of gaskets for the R680. So, if anyone has access to same (at a reasonable price) please let me know.



Congratulations to our Avionics/Radio Repair Volunteer, Frazier V. "Coffee" Coffman. He was recently honored by the FAA. He was awarded the "Master Pilot Certificate" for completing 50 years of accident/incident free flying. Great job Coffee!!!

Bob James

TBM UPDATE – Work continues on the TBM "Return to Flight" with rewiring of the aircraft near completion. After three successful engine runs in January, problems were noted, and with progress made on all engine/propeller issues, initial taxi tests will hopefully commence by the end of April, with the possibility of our first test flight in June. Flight controls are being replaced, including fly-wires. Flaps are being overhauled and are almost ready to reinstall. Landing gear, hydraulic systems, pitot/static, instruments, and avionics

systems are all being rebuilt, as well as complete replacement of the instrument panel. Brakes, tail wheel strut, and exterior lighting/strobes are being installed, and the engine exhaust system is being replaced. This aircraft will, in almost all respects, be a completely rebuilt airplane that will truly be a valuable asset to the Valiant Air Command.

Chris Bohan

GRUMMAN GREMLINS

This year we had an excellent attendance for the Valiant Air Command's 34TH WARBIRD AIR SHOW.

The Grumman Gremlins Team had a handicap to overcome due to the illness of one of our members. It is on a sad note that I have to report that Nelson Ruiz has gone to meet his maker, as we all will do when it's our time. Nelson was a real artist and professional when it came time to create, repair, restore or replicate any part for our aircraft projects. Our Grumman Gremlin Team and the Valiant Air Command will surely miss him.

Due to a small mishap, one of our static display aircraft had to be moved before we could get our aircraft back into the restoration hangar to resume our work.

Our schedule still has us working on three projects, the F11F-1 Grumman Tiger, the McDonnell F-4J Phantom 11 and the McDonnell Douglas F/A-18 Hornet. We have yet to install two ejection seats in the Phantom 11 and one ejection seat in the McDonnell Douglas F/A-18 Hornet.

The F11F-1 Tiger still has to have the left wing installed. The instrument panel needs to be installed into the cockpit. The canopy glass has to be fitted to its structural frame and drilled up.

Remember we are volunteers and we only work on Thursdays from 7:00 A.M. until 1:30 P.M. Come up and join us and become part of the team.

George (DUTCH) Graefe
Restoration Project Officer

PERSONNEL OFFICER

Along with the rest of your directors and staff, the Personnel Officer concentrated on our AirShow. From this perspective it was a huge success. The crowds were large and enthusiastic, and many visitors approached me during and after the show with "Wow – I will go right home and join the Valiant Air Command, now" comments. Our PX sales were terrific, and my personal thanks go to Pam, Betty, Anita, Chris and Mark for their extra efforts and enthusiasm.

This was our second year for our Information Booth. This was a huge success. Lorraine Juhl, Peter Stetson, Patty Champion, Jeff Boyken, Chandler Langevin, Josh McGuffin

and Bonnie Baker helped folks find locations of interest to them. 280 programs were sold, a few visitors that required first aid for minor injuries were directed to the Emergency Station, lost cell phones and cameras were found and claimed. We still have a few items unclaimed. If you lost something and didn't think you'd find it, please call and ask for Lorraine; we may have your lost item.

Even before the AirShow, our membership rolls have continued to grow, and we look forward to a big boost from the successful event.

NEW & RENEWAL COLONELS – **21 DECEMBER 2010 – 30 MARCH 2011**

NEW MEMBERS

Adams, Bernice V. (with Howard R. Adams)
Allison, Jia (with Stu Allison)
Anderson, Gerald A. / Moore, Mary D.
Bailey, Dale T. (C-47 Comp.)
Baker, Bonnie J.
Beck, Harold / Beck, Connie
Bennett, Karl
Bates, Malcolm (C-47 Comp.)
Bettex, Michel (C-47 Comp.)
Boland, Jim / Boland, Claire
Briggs, Judy (C-47 Comp.)
Caroti, Simone / Massa, Gioia
Champion, Patricia A. (with Laurence L. Champion)
Chandler, Howard H. (C-47 Comp.)
Clarke, Steven W. (C-47 Comp.)
Clukey, Peter J.
Daniels, Norman W.
Davidson, Phillip / Copley, April
Egbert, Brandon (C-47 Comp.)
Enoch, Kirk A. (C-47 Comp.)
Finch, Codie
Gibson, Douglas (C-47 Comp.)
Givens, Benjamin Todd
Granby, Carol (C-47 Comp.)
Guadalupe, Nelson G. / Guadalupe, Kelly
Guerra, Marine (C-47 Comp.)
Hanson, Arthur "Hugh" (C-47 Comp.)
Harris, Sandy / Harris, Rowland (C-47 Comp.)
Hathorn, Jeffrey C.
Hensley, Douglas M. / Hensley, Jennifer I. (C-47 Comp.)
Higgs, Nadine (with Higgs, Michael Sr.)
Hornberger, Dennis / Hornberger, Angelina
Hosler, Russell "Scott" (C-47 Comp.)
Howard, Aldon (C-47 Comp.)
Hrutkay, Mark / Hrutkay, Betsy
Hyatt, Kelly (with Robert B. Baker)
Hyer, David / Hyer, Katilyn (C-47 Comp.)
Isaksen, Tad / Isaksen, Wendy (C-47 Comp.)
Kerr, Michael E.
Kosieracki, Paul M. / Kosieracki, Christine

Kurtz, Constance (with Marlyn Kurtz)
 Lanier, Fred (C-47 Comp.)
 LeBlanc, Pamela J. (with Michael LaBlanc)
 Lero, Brickford A. / Lero, Theresa H. (C-47 Comp.)
 Lero, Henry H. (C-47 Comp.)
 Leshin, Ira
 Liggett, Jr., Roy B. / Liggett, Linda
 Lisk, Jr., Grady A. / Handley, Jane P.
 Malark, Bob / Malark, Luann (C-47 Comp.)
 Matlack, Timothy S.
 Meyer, George F. / Meyer, Dawn C. (C-47 Comp.)
 Miller, Jeanne (C-47 Comp.)
 Miller, John M.
 Mills, Michael M.
 Morris, Larry (C-47 Comp.)
 Mullings, Joseph A. (C-47 Comp.)
 Olzacki, James "Zack" / Olzacki, Lynn
 Pascal, Lienher (C-47 Comp.)
 Pappas III, John / Pappas, Samantha
 Quinby, William Baker / Quinby, Terri L.
 Radich, Taryn / Radich, Jason (C-47 Comp.)
 Serna, Pierre (C-47 Comp.)
 Shenane, Don (C-47 Comp.)
 Shepherd, Michelle (with Joseph R. Shepherd)
 Simmons, M.D., Kevin S.
 Smith, Michelle (C-47 Comp.)
 Smith, Robert W. / Smith, Leona M. (C-47 Comp.)
 Sweigart, Jael (with Earl A. Sweigart Sr.)
 Tennyson, Arthur / Tennyson, Elaine
 Thompson, Randy E. (C-47 Comp.)
 Vanskiver, Albert H. / Vanskiver, Patricia A. (C-47 Comp.)
 Vanskiver, Jacob (C-47 Comp.)
 Varney, Robert Steven
 Wagner, Will (C-47 Comp.)
 Walley, Frank J. (C-47 Comp.)
 White, Woody J. (C-47 Comp.)
 Wood, Phillip S.
 Yanacek, Robert (with Bob Russell)
 Zatroch, Michael S.

NEW LIFETIME MEMBERS

Bixby, Robert O. "Bob" / Bixby, Louise
 Camp, Donald
 Champion, Laurence L. / Champion, Patricia A.
 Clark, Sr., Garrett L.
 D'Amario, Alfred J. / D'Amario, Colleen R.
 Edelstein, Leonard / Edelstein, Julia E.
 Gorrell, Gene P. / Gorrell, Sheila L.
 Graefe, George "Dutch" / Graefe Peggy A.
 Haines, Eugene S. / Haines, Joette M.
 Hampton, Nancy B.
 House, Richard E.
 Lauff, Samuel J.
 Murphy, Robert C. / Murphy Chong
 Roberts, Helen C. (with Ray O. Roberts)

Seekins, Warren F. / Seekins, Joan
 Sharp, Lewis T. "Tom" / Sharp, Kandice
 Whitman, Curt / Whitman, Karen
 Yon, Terry A. Col. USA (Ret.) / Yon, Janet Sinclair

RENEWALS

Adamczyk, Gerald T.
 Adams, Howard R.
 Adkisson, John
 Allen, Bob / Allen, Maria P.
 Allison, William S. "Stu"
 Arcuri, William Y. Arcuri, Andrea B.
 Aulich, Richard E. / Aulich, Karen M.
 Bailey, Donald J. "Beetle"
 Baker, Robert B.
 Ballard, David O. / Ballard, Julia A.
 Barnett, Vaughn L. / Barnett, Jo Lynn
 Bartholomew, Jim
 Bayerdorffer, Herman / Bayerdorffer, Cynthia
 Bean, James E.
 Beardsley, Randy / Guterrez, Marlene
 Bearer, Ronald C. Jr. / Bearer, Rocio
 Benn, Stephen R. / LaVoie, Jennifer
 Beres, Thomas P.
 Bishop, Donald J. / Fowler, Sherry B.
 Black, Roger G.
 Bobst, Bruce P. / Bobst, Sharon R.
 Booth, Jr., Edward M.
 Borchin, Jerry
 Bottari, Leo
 Bouleware, Curtis
 Boyken, Jeff / Boyken, Carolyn
 Brady, Richard N.
 Brassell, Jacquelyn
 Bray, Wayne / Bray Bridgett
 Brown, William J. / Brown, Jerry Ann
 Byron, Bradley L.
 Callaghan, Patrick E. / Callaghan, Leonor I.
 Callahan, Dennis H.
 Camman, Thomas M.
 Childs, Richard T.
 Chroninger, John R. / Chroninger, Denise D.
 Claydon, Edward T. / Claydon, Muriel
 Colasinski, Steven / Colasinski, Amy
 Conley, Jr., Hugh C. "Mike"
 Conway, Ann
 Coussoule, Lisa M.
 Creecy, Charles T. "Tom" / Creecy, Irene
 Cross, Eliot G.
 Cushman, Robert A. / Cushman Betsy A.
 Davidson, Douglas P.
 Davidson, Kelly
 Davis, J. Ron / Davis, Judi
 Dawson, Robert D.
 Decker, James A.

Demers, Edward T. / Demers, Jo Anne
 Denan, Sheryl / Denan, Mike
 de Zayas, Luis / de Zayas, Lorinda
 Dorrell, Jack W. / Dorrell, Joan
 Doty, William C.
 Drake, M.D., Timothy E. / Lewis, Susan M.
 Eichert, David C.
 Eldredge, Donald F. / Eldredge, Marilyn
 Ellison, Richard D. / Ellison, Nancy M.
 Ewing, Harold H.
 Fleck, Francis C.
 Fritzler, Gary L.
 Fulton, Ron / Fulton, Kim
 Gandt, Robert L.
 Garasz, Kenneth J. / Garasz, Andrea
 Garrett, Scott / Garrett Janis
 Garrison, J. Reid / Garrison, Brett
 Gatti, Walter J. / Gatti, Dottie
 Genkinger, Norman P.
 George, Thomas W.
 Giordano, Mark / Giordano Mary
 Griffin, Joe
 Gruber, Robert B.
 Gudaitis, Thomas P. / Atwood, Wendy
 Halcomb, Ronald N. / Halcomb, Paula J.
 Hall, Christopher J. / Hall, Jeannine
 Hall, Michael A.
 Hallett, Peggy / Blank, Jennifer
 Harris, Walter G. / Harris, Lynne L.
 Haydu, Bernice
 Healan, Jack B.
 Hernandez, Felix
 Hessler, Wayne A.
 Hickman, Ray E.
 Higgs, Michael Sr.
 Hosley, David L. / Hosley, Bobbi
 Houghton, Walter E. "Walt"
 Huff, Ray
 Hussey, Donald L.
 Inge, Jr., Earl M. "Skip"
 Jackson, William F.
 James, Jeffrey R. / James, Jessica
 Jardine, Thomas P. / Jardine, Ruth
 Jenkins, Kenneth B. / Jenkins, Christine A.
 Johnson, M.D., J. William / Johnson, Margery
 Kasevich, Alexander M. / Kasevich, Savitri R.
 Keilin, Ronald
 Keller, Wendy / Keller, Greg
 Kosch, Robert N. / Kosch, Ellie
 Kotenski, Joseph J.
 Koza, Edward W. / Koza, Ellen
 Kramer, Frans J. E. / Kramer, Marijcke A.
 Kurtz, Marlyn L/
 Labbe, Dennis C. / Labbe, Gail C.
 LeBlanc, Michael

Legge, Glenn N.
 Lincoln, Paul D.
 Lynch, Jim
 MacLeod, Ltc. Alec
 Marco, David A. / Marco, Julie
 Marteney, Donald L. / Marteney, Carol L.
 Masessa, Joseph M., M.D.
 Mattey, Steve / Mattey, Carrie
 Matthews, Douglas G.
 Matthews, Richard D.
 McCoy, John K.
 McDonnell, Patrick F.
 McDonough, Michael B. / Laurie A.
 McNamara, Harry / McNamara, Marilyn
 McQueen, Al / Henderscheid, Jeanne
 Meiroff, Harley J. / Meiroff, Valarie
 Metcalf, Paul E. / Metcalf, Lucia A.
 Meyer, Robert E. "Flea" / Middleton, Ruth E.
 Morales, Joseph A. / Morales, Beatrice
 Morse, Stuart G.
 Murray, Hugh A. "Bud"
 Myrick, Steven
 Neat, Brad
 Neighbours, Terry L.
 Nelson, Kent J.
 Nettuno, Daniel / Nettuno, Barbara J.
 Newman, David L. / Newman, Cheryl
 Newton, Richard A.
 Nichols, Jay K. / Nichols, Gail A.
 Niner, Francis R. / Niner, Claudia A.
 Norris, Samuel S.
 Ohser, David G. / Ohser, Tom
 Olsen, Chris P. / Olsen, Carlee
 Orth, Jr. Walter H. / Orth, Roberta A.
 O'Sullivan, Paul F. / O'Sullivan, Patricia
 Pacetelli, Bob
 Pappas, Il, John / Pappas, Lauren
 Paika, Jr., Francis J.
 Parrott, Glen
 Pearson, Dennis J. / Brackett, Lynne
 Perdue, James C. / Perdue, Rita F.
 Phillips, R. Patrick / Phillips, Barbara
 Phillips, Thomas R. / Phillips, Gloria D.
 Pimentel, Marcello
 Powell, Walter V.
 Powers, James G. / Powers, Carol H.
 Proksel, Allan G.
 Pylar, Art
 Reich, Eugene H.
 Rico, Alfred A. / Rico, Kathleen
 Riggie, Donald C.
 Roberts, Ken / Roberts, Linda
 Rodig, Edward A.
 Rudd, Jim
 Rueda, Orlando / Rueda, Maria Margarita

Russell, Bob
 Russo, Ray
 Sador, Kelly J.
 Saporito, Michael R.
 Scamfer, Bobbie Jo / Ellefson, Mark
 Schlafly, Fred E. / Schlafly, Shiela B.
 Schuiling, Roelof L.
 Schwartz, Richard J.
 Schwenn, Shannon R. / Schwenn, Melissa L.
 Shaffer, Carson L. / Shaffer, Cindy L.
 Shaver, Dan E. / Shaver, Cynthia "Cindy"
 Shepherd, Joe / Shepherd, Kimberly
 Shepherd, Joseph R.
 Sherman, Kent / Sherman Patty
 Shumate, David H. / Shumate, Vickie L.
 Simmons, M.D., Kevin S.
 Simpson, Rufus E. / Simpson, Viola M.
 Skelley, Thomas J.
 Smith, J. Kenneth
 Smith, Tom E.
 Sparrow, Caleb G. / Sparrow, Jacob C.
 Stanger, James R. / Shaw, Nancy C.
 Stanton, John E. "Jack"
 Steinwedel, Norbert / Steinwedel, Evelyn
 Stetson, Raymond / Stetson, Rosemary
 Strauss, Morris D.
 Sweigart, Sr., Earl A.
 Tannenbaum, Col. Leon M. USAF (Ret.)
 Tanselle, Douglas A. / Tanselle, Robin R.
 Tarter, Albert / Tarter, Michael
 Thorstad, Ron
 Thorstenson, Michael "Mick"
 Tinnirello, Albert
 Tobul, James R.
 Towle, Thomas D. / Towle, Cindy S.
 Trescott, Alice R.
 Tyuterev, Alexander / Fedorova, Lana
 Van Alstine, Gene
 Walker, Richard E. / Walker, Cornell
 Wall, David K. / Wall, Denise
 Whittenberger, Steven J.
 Wisler, Jay / Wisler, Sharon
 Zellers, Clyde C.

GET WELL WISHES

We have many of our members and friends to extend "Get Well Wishes" and a speedy recovery. We are sure there are more and wish them a speedy recovery also.

Lester Badger
 Sam Beddingfield
 Bill Dillard
 Erik Kramer
 Pat Spencer – Betty Spencer's Mother-in-law
 Mike Spencer - Betty Spencer's husband – heart attack

MEMBERS & FRIENDS GONE WEST

We have many members and friends that have taken their "High Flight". We extend our sincere condolences to their families and friends. We don't always hear about some until after our UnScramble has been published.

Stanley S. Veit – 29 July 2010, served in the Army Air Corps during World War II and was active in many organizations.
 Roland V. Anderson – 26 December 2010, Lifetime Member
 Pearce Dorrell – 17 January 2011, Brother of Jack Dorrell
 Robert Leary – 22 January 2011
 Ann James' Uncle - Howard Coffey - February 2011
 Joshua J. Eiting – 02 March 2011 – President of the Air America Foundation since Paul Vasconi took his High Flight 03 July 2009, Josh was 41 and is surely missed.
 Don Claire – 20 March 2011 – Member of the Air America C-123 Group and a member of Melbourne Quiet Birdmen "QB"
 Nelson Ruiz – 24 March 2011 - Member of our Grumman Gremlin Team
 Bob Spencer – 25 March 2011 - Betty Spencer's Father-in-law

Ron Davis

FACILITIES OFFICER

Another airshow completed, the new hangar is close to completion soon there will be nothing to do except sit around and drink coffee. Anyone that has ever volunteered their time at the VAC knows that this is the biggest lie ever told. Seems there is always something in the works with enough work to keeps us busy for the rest of eternity.

I would like to thank those volunteers that assisted me in preparing, washing, moving and placing all the aircraft at the VAC hangar to the airport show line and back to the hangar after the show. That was a non stop seven day ordeal that went better than expected considering the obstacles we had to overcome. Our two volunteer automotive mechanics certainly got a workout but came through as always. Hate to see them go back north.

The new hangar is finally nearing completion with the floor painting being the biggest obstacle. I'm sure as soon as the paint dries it will be full with aircraft and we will all stand back and wish it were bigger.

In closing, I would like again to express my sincere gratitude to all the volunteers who helped with the airshow with a special thanks to the crew I had the pleasure of working with.

Norm Lindsay

PROCUREMENT OFFICER

UH-1 HUEY - Time has continued to add to the VAC's Huey helicopter's history. We have now met two crew members that were assigned to this helicopter in their days in Vietnam. This has led to mission information and photographs of it in

action and damage repairs. The nickname of the Huey was "LET IT BE" and it was assigned to the 21st Aviation Group, 21st Signal Corps.

F4J PHANTOM II – Members of the USMC Squadron VMFA-334 contacted the VAC when they discovered that the Serial Number of the F4J at the Museum was assigned to their unit in 1968. It was sent to Vietnam with the unit for mission operations for 2 years or so. We have since acquired photographs of the Phantom while operating in Vietnam and met with the then Commander of the Squadron and some of the crew. They have provided some memorabilia items for the opening of the new hangar.

2011 AIRSHOW AUCTION - This years Auction was successful and interesting, but was not as profitable as other years. There were many historic prints, World War II memorabilia items and autographed books. The bids seemed to be lower and with less activity. This is attributable in part to the national economic situation and, I think, a waning interest specific to World War II history on the part of the younger generation. Setting up the events took more time this year and I think there were fewer individuals involved in the World War II time period.

2011 AIRSHOW RAFFLE - The Raffle attracted specific interest/activity based on the two GOLD TICKET side raffle. The GOLD TICKET items of a display condition were a Springfield M-1 Garand rifle and a detailed un-skinned Sopwith Camel Airplane model. The model included every detail structural part of the real airplane. In the end the items in the raffle were gone.

KINGAIR T-210 FLIGHT TRAINER – The trainer as reported in the last UnScramble was again inspected and prepared for transportation by Bob James and myself. Using borrowed equipment we moved the unit from DeLand, Florida Airport to the VAC hangar without difficulty.

U.S. NAVY PROPERTY INVENTORY – The inventory of U.S.N. property on loan to the Valiant Air Command was finally completed. With Steve Zatroch's photography skills and my paperwork transgressions, I submitted the inventory to the National Museum of Naval Aviation, but a couple months late.

Bob Frazier

PUBLIC RELATIONS OFFICER

As everyone knows, we have just completed another great airshow and what an airshow it was!!! All our feedback has been positive and indicates that it was one of the best in a long, long time. For next year we just need to use our success this year and repeat the really good parts and make it even better. We already have a theme. It will be dedicated to the 70th Anniversary of the famous "Doolittle Raiders." We have contacted their association and are working to get one of the only five survivors here as a guest. Many of the great acts have indicated they want to return; including the jet powered

dragster. We are starting earlier to get even more military support and are aiming for such aircraft as the Harrier, Osprey and others including another flyover by a B-2; which was just awesome this year. I would like to add my thanks to all the volunteers that helped make this year's airshow such a terrific success.

Next on the agenda is our Memorial Day Open House weekend, which will be held 28, 29 and 30 May. We always have a great community turn out and are starting now to plan and get the word out.

On a more personal note, I have been nearly four years now and am having a ball. I really enjoy the organization, the people and telling the VAC story. I am sure that all of us have looked back at times in their lives and not realized how much fun they were having or that it was truly a great experience, until afterwards. I have had many such times through my military career and wish that I had realized it while it was happening and embraced it during that time, rather than thinking back and saying "wow, that was a great time of my life." Without getting to "sloppy" here, I really think I feel that way about the VAC. I am having a lot of fun, love what I do and thoroughly enjoy what we are all about. Thanks to you all for making the VAC what it is.

Terry Yon

A NOTE FROM ANN

Please mark your calendars for the **AirShow Debrief Luncheon** on 16 April at Noon. (AirShow Survival Luncheon as I call it). We will have plenty of good chicken and provide drinks. Please bring a side dish or dessert to share with everyone.

I look forward to having time to thank all the many volunteers that made the airshow such a success this year. We experienced record numbers of volunteers and airshow participants and our ladies came through with flying colors to make it all come together.

Thank you to all of the ladies and crew of the TICO BELLE for helping with ABC's Extreme Makeover Home Edition for Joe Hurston and family.



We are now beginning the busy season at the Museum that includes many rental events. We have birthday parties, corporate dinner events, luncheons, and much more. Before long, we will celebrate the Grand Opening of our new hangar and then Memorial Day weekend will be upon us. All these

events are graciously hosted by our Lady Volunteers. If you have an interest in helping out, please let me know.

Thank you all again for your help! See you at the luncheon on 16 April!!!

Ann James

VINTAGE Warbird Gift Shop

Hello to everyone again from the Vintage Warbird Gift Shop.

Wow what an eye-opening, huge and crowd pleasing event at this years' AirShow. Being our first airshow, we were literally overwhelmed at how well we did and how many people came in to the PX Tent. It was truly a great experience and the B-2 Spirit Stealth. Wow – do we need to say more!!!

Now for the Gift Shop, you really have to come in and see our changes, yes again, and new merchandise. We have a brand new line of Nose Art "Babes" t-shirts, several new Franklin Mint models, pink flight jackets for our future women pilots (children's sizes 3T – 14/16). We also have stuffed plush airplanes and rubber duckies for the very young - great idea for their Easter baskets. It's a wonderful start to a great spring. Have a blessed Easter and we'll see you in the Gift Shop soon.

Pam, Betty, Anita and Phyllis

AIRCRAFT FLYING in 2011 AIRSHOW SOLUTION

The column on the left is the call sign for 23 of the aircraft flying in the 2011 AirShow. The column on the right has blank spaces for you to enter the aircraft from the list provided. They are not in order. Can you match all of them?

- | | |
|-------------------------|--------------------------------|
| 1. A-10 Warthog | 13. T-33 Shooting Star |
| 2. F-104 Starfighter | 14. T-6 Texan / SNJ |
| 3. P-51 Mustang | 15. O-2 Skymaster |
| 4. P-40 Warhawk | 16. OV-1 Mohawk |
| 5. F4U Corsair | 17. L-4 Grasshopper |
| 6. C-47 Skytrain/Dakota | 18. L-19 Bird Dog |
| 7. C-46 Commando | 19. L-39 Albatross |
| 8. C-45 Expeditor | 20. HU-1 or UH-1 Huey/Iroquois |
| 9. B-25 Mitchell | 21. 55M Yak |
| 10. TBM Avenger | 22. 8KCAB Super Decathlon |
| 11. T-28 Trojan | 23. UPF-7 Waco |
| 12. T-34 Mentor | |

BETTY SPENCER'S FAVORITE CHICKEN RECIPE
Serves 2

2 Boneless skinless chicken breasts, ¼ cup balsamic vinegar, 1 tsp. minced garlic, 1 tsp. rosemary.

Combine marinate ingredients, pour over chicken breast and marinate for 20 minutes. Remove from marinate, saute in extra virgin olive oil for 30-45 minutes, pour marinate over chicken last five minutes. Delicious!!!

WOMEN AIRFORCE SERVICE PILOTS – W.A.S.P.

Women Airforce Service Pilots – W.A.S.P. – was founded by Jacqueline Cochran. Women came from all walks of life and did as many different jobs as required. Bee Haydu and Helen Snapp are two that we are proud to have as members of the Valiant Air Command.

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

- | | |
|---|---|
| Women
Airforce
Service
Pilots
Ferry Aircraft
Instruct Male Pilots
Test Planes
Tow Targets
Passion for Flying
Courageous
Pioneers
Congressional Gold
Medal | Jacqueline Cochran
Bee Haydu
Helen Snapp
Actresses
Aviators
Debutantes
Factory Workers
Housewives
Nurses
Secretaries
Students
Teachers
Waitresses |
|---|---|

**UN-SCRAMBLE
VALIANT AIR COMMAND
6600 TICO ROAD
TITUSVILLE, FL 32780-8009**



Taste of Titusville
22 March 2011
was well attended
this year – Norm
and Gaye Lindsay
paused to speak
with Bob Boswell.

VALIANT AIR COMMAND MEMORIAL DAY OPEN HOUSE

28, 29 & 30 MAY 2011 9 AM – 5 PM

CELEBRATING 100 YEARS OF NAVAL AVIATION

**FLY BYS – EXHIBITS – DISPLAYS – ANTIQUE CARS – BIPI
ARKING – COMBAT PILOTS ON HAND – FOOD & BEVERA
THE BEACH” REMOTE RADIO BROADCAST – SATURDAY I
REQUIRED FOR FREE ADMISSION – BREVARD COUNTY R
ALL MILITARY ACTIVE or RETIRED**



A FEW MORE PICTURES FROM THE TICO 2011 Warbird Airshow!



Antique cars were a big hit!



Mini Carnival wowed the kids!



Kevin Quinlan,
Auctioneer



The auction was well attended!