



October, November, December 2015

UnScramble

The Newsletter of the Valiant Air Command Warbird Museum

FROM THE COMMANDER

LLOYD MORRIS, COMMANDER

It's the end of summer, and there's even a little evidence of that on the local weather report. But that also means it's time for us to get serious about planning next year's AirShow. I'm sure your Directors will talk about the innovative Friday night show we're planning. I hope they will also remind you, as I'm about to, that we need your support to make all this happen. We've sent out donation request letters, and are gratified that some of you have already responded. If you haven't, please lean way forward and make a generous donation, to ensure that this signature event remains the highlight of our year.

PAM WATSON



It is with much sadness we have to report the passing of Pam Watson, the long time Manager of our Gift Shop. She was the first VAC person many of our visitors met, loved the VAC and was passionate about what we do. She will be sorely missed. Pam passed away at home on Tuesday, August 25, 2015. Born on August 23, 1961 to the late Paul and Claudia Robbins, Pam enjoyed time with family, friends, and her pets. Rest In Peace Pam and Thank You for all you did for the VAC.

You know, our AirShow is an annual reunion of sorts, both for our members and volunteers, and for our professional performers. For many performers, it kicks off their season. For our members, many of whom have supported the AirShow for decades; it's also a very special event. This year we'll try to repay some of that member loyalty by setting up a members' chalet on the show line, and by hosting our members at a catered dinner with some great entertainment, at the VAC on Saturday night, March 12. Both these perks are free; however we will need you to make reservations for the dinner.

As much as we enjoy renewing all these friendships, it also reminds us how large and complex this event has become. It's a growing challenge to plan and manage. Every year we have new changes, some imposed by our many support organizations, and many from our desire to keep the show fresh and new. So keep us in your thoughts as we put it all together, and please join us for some interesting and enjoyable experiences as a volunteer.



FROM THE EXECUTIVE OFFICER

In spite of the everyday rain, it has been a very busy summer for the VAC. Aircraft acquisitions and restorations have continued and we have hosted and supported a number of community events. Our Monthly Second Saturday Fly-In or Drive-In Breakfast continues to bring old friends and first time visitors to the museum. The next breakfast is set for Saturday 10 October. Bring aviation enthusiasts and join us from 8:00- 10:30.

Don't miss our Veteran's Day weekend Open House **Saturday and Sunday 7 and 8 November** at the Warbird Museum. FREE admission for all Military Active or Retired and all Florida Residents - with an ID. In addition to our own 47 military aircraft on display we will have model planes, trains, cars and entertainment. A Hot Dog and Hamburger lunch will be available and there will be Ice Cream and other vendors to choose from. This is a local Community Event and once again we will require a good number of volunteers to assist with this open house. Please call the Museum Gift Shop, (321) 268- 1941, and let them know you're available.

Preparations have begun for the TICO WARBIRD



F-86 Sabre

AIRSHOW 2016, **March 11, 12, & 13th**. We had a good turnout for our first organizational meeting on 12 September. Our next meeting is on **Saturday, 14 November at 12:00 Noon** in the museum library. A light lunch will be served prior to the meeting so get there early. A reminder to those who intend to volunteer to work, you must sign-up in advance and be assigned to a team to receive your AirShow Credentials. David Rees, Personnel Director, is the Volunteer POC. If you are not getting notices of our air show meetings, or would

like to join the AirShow Team, please go to the Volunteering Tab on our VAC Website and fill out the application; or call the VAC and provide your name, contact information and area of interest.

AIRSHOW NEWS

This three-day Air Show will run Friday through Sunday but the scheduling format has changed. Friday will be an afternoon / evening show with the gates opening to the general public at Noon so they can visit

Warbird Alley, Static Displays and our Concessions. Warbird Alley will close at 4:00 PM. From 5:00 to 6:30 we will fly an afternoon show followed by a twilight / night show ending with fireworks around 8:00 pm. Friday there will be a stage band playing before and after the show for your enjoyment. We have a great list of participants starting with the B-29 FiFi, the Aeroshell Aerobatic Team with their 4-Ship Demonstration, Matt Younkin in his Twin Beech 18 and Randy Ball from Fighter Jets in the MIG-17; along with many other flight demonstrations. A key part of our Warbird AirShow is our member performers flying everything from Biplanes to Jets. A flying first for this show will be a flight demonstration by our recently restored TBM Avenger. The Sky Soldiers will return with their Huey and Cobra aircraft and for those who would like to fly on one of these warbirds they will be selling rides; as will the B-29, C- 47 and SNJ. Be sure to bring your camera as our ramp will be loaded with over 60 warbirds. We are continuing to provide perks to our members. The latest is a VAC Member Chalet (Tent with seats and shade) on the AirShow front line. Stop by to relax and mingle with other members.



The holiday season will be here before we know it. Mark your calendar for our Christmas Dinner that will be held in the Warbird Museum Hangar on **Friday, 11 December**. Social gathering with hors d'oeuvres will start at 5:30 PM followed by an exceptional buffet and dessert. This year there will not be a gift exchange, however we will be accepting gifts for Toys for Tots at the Museum Gift Shop. At the dinner there will be multiple drawings for door prizes. We are looking for volunteers to decorate and/or help with the set-up. Make your reservations and volunteer to help by calling the Gift Shop: (321) 268-1941.

Thank you for your membership and continued support!

Bob Boswell, Executive Officer

FROM THE FACILITIES OFFICER

Our large forklift brake issues have been corrected and it is safe to operate. and a new illuminated building sign has been ordered and is currently in fabrication.

The F-101 Voodoo and F-5E DARPA (SSBD) aircraft have been washed removing accumulated mold and mildew. Steel cables have been purchased and installed to tie down the these aircraft in case of severe weather.

The Blue Angel TA-4 aircraft currently outside the Vietnam hangar has been washed and waxed.

A large dinner function for 150 guests in the main hangar has been scheduled for October 9th. Preliminary meetings have been held to determine area needed to accommodate the group, band, auction tables and catering line. Some aircraft will need to be parked outside.

Norm Daniels, Facilities Officer



F-11TIGER PROGRESS

Work on the F11 continues at a rapid pace. 80% of the preparation and detail work before paint can be applied has been completed. A missing speed brake door and a secondary landing gear door and inlet and tail plugs are being fabricated. The aircraft has had a coat of epoxy primer applied and a second coat of grey primer is nearly complete. Gear wells and main landing gear have been power washed. A search for speed brake and canopy actuators is underway.

F-105 THUNDERCHIEF

VAC'S LATEST RESTORATION ROLLS OUT

In July our F-105D moved from the restoration shop to the Vietnam hangar. The restoration crew did an outstanding job transforming a grungy-looking museum piece into a splendid machine. This F-105D now gives the impression that it is eager to be sent on a mission. Together with its successor the F-4 Phantom II, both aircraft are now the "crown-jewels" of the Vietnam Hangar. The transfer from restoration hangar to the Vietnam hangar is a good opportunity to remind members about certain striking features of this unique combat aircraft.

F-105 was the most important strike aircraft in the early years of the war against North Vietnam and took the most losses. It was the

workhorse of the Vietnam air-war, especially during the 1964-1968 "Rolling Thunder" bombing campaign. The F-105 was a rugged high performance aircraft, capable of taking a lot of punishment. Although the Thunderchief was designed as a tactical nuclear strike aircraft, it could carry a total load of over 14,000 pounds of conventional ordnance and consequently could also be defined as a tactical nuclear fighter-bomber.

Especially during the "Rolling Thunder" campaign many aircraft were lost. Of the 833 produced aircraft, almost 50% or about 400 F-105s went down mostly due to the very effective North Vietnam air-defense systems using the Russian built SAM-missiles (Surface-to-Air Missiles). It was the only US aircraft to have been removed from combat duty by the Air Force on account of the horrendous losses.

A special version of the F-105 was developed, the F-105G "Wild Weasel", which required a second seat in the cockpit to accommodate

electronic-warfare officer. Its mission was suppression of enemy air defense operations (SEAD). This variant of the Thunderchief was quite successful and aircraft losses decreased accordingly. F-105s were gradually replaced by F-4 Phantom II and its service-life came to a close on 25th February 1984. Wild Weasel pilots earned the two Medals of Honor awarded for action in the F-105 :

Capt. Merlyn H. Dethlefsen for a mission in March 1967, and then a month later Capt. Leo K. Thorsness earned his award

Many thanks to our volunteers led by Facilities Director Norm Daniels - Ray Borza, Ray Brown, Louise Kleba, Don Leathers, Pete Massaras, Larry Mathis, John McCoy and Bob Westman, for working so hard to bring our F-105 back to its present mint condition. It is striking to watch the F-105 and F-4 Phantom II on display in the Vietnam Hangar, side by side, like two brothers in arms; a true homage to these two famous fighter/bombers of the Vietnam era. **Dr. F. J. Erik Kramer.**

**-75% OF BOMBING OVER
NORTH VIETNAM
-27.5 AIR TO AIR KILLS
-50% AIRCRAFT LOST**

FINANCE OFFICER REPORT

Dearest Membership, As you may or may not know, I have the privilege of serving on the Titusville Area Visitor's Council on behalf of the Valiant Air Command. On 9/17 we hosted the monthly council meeting in the Vietnam Hangar and I would like to take a brief moment to tell you about one of my fellow council members. This gentleman lived near the facility that built our newly restored F105. He later joined the service and was assigned to work on our F105, the very same one. Well that was many years ago and when he walked into the Vietnam Hangar and saw #492, he said all those memories came flooding back. He was so very moved. He shared his story with the council and I hope one day he will share his experience in Unscramble.

Until then, I would like to thank all those who helped restore the F105, you all did an amazing job!

Hugs & Kisses,

SHANNON RUBIN, FINANCE OFFICER

MAINTENANCE OFFICER REPORT

Tico Belle

Our flagship the C-47 "Tico Belle" has a dedicated crew of volunteers that are continuously attending to her needs and well-being. We recently had oil samples analyzed from both engines as routine checks. The oil samples from the engines were normal. Presently the "Belle" is currently undergoing her scheduled 50-hour check and everything looks good. Starting in mid October, thru the rest of the year and all the way to our airshow the "Belle" has a busy schedule.

TBM Avenger

After many years restoration our Avenger has finally been restored to flying condition. When we received the Avenger, its "Airworthiness Certificate" was classified as "Restricted", "Agricultural and Pest Control". The original certificate was lost. So we had two issues to deal with: first apply for a new certificate and then change the classification to "Experimental". Changing to "Experimental" would require a new "Maintenance Inspection Program" to be written and

approved by the FAA. It took several months to work our way thru this process. We were very fortunate to be assigned a very helpful FAA Safety Inspector. He patiently worked with us thru the process and on March 10, 2015 the FAA signed our Scheduled Maintenance Plan and issued our new "Airworthiness Certificate".



TBM Flight Test

Since we were returning to flight we were then required to enter "Phase 1 testing". Phase 1 testing required us to put a minimum of 10 hours of flight time within 50 miles of our airport. We chose to keep our flight area as close to our airport as possible for obvious reasons. We are currently still in Phase 1 and working thru some issues. This is perfectly normal for an aircraft returning to service after many years of down time. During the first 25 hours plus of flight time it is normal to experience issues and this is the reason for Phase 1 test period. If more time is required we can extend Phase 1 testing until we are satisfied that the plane is safe. When Phase 1 is complete and our Pilot and maintenance crews are pleased with the results we will make an announcement.

A4C Skyhawk

Another of our Museum's assets is the "A4C Skyhawk". This is also another distinguished war veteran. The Skyhawk is another of our fine aircraft that has continuous request for appearances.

Currently the A4C is in good condition and is run routinely every two weeks and flown once a month it at all possible. The last engine run-up was 2 September and it was flown on 8 September. **Jim Owens, Maintenance Officer**



A-4 Skyhawk

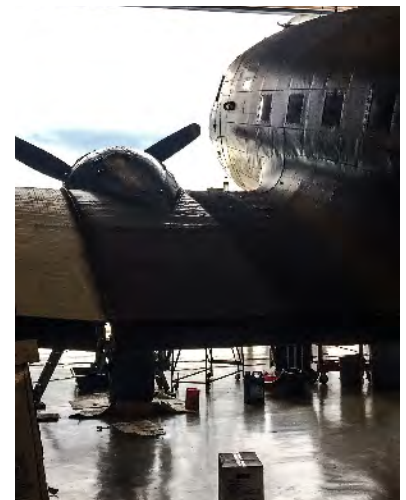
OPERATIONS OFFICER REPORT

Even with the intermittent weather, and the exodus of our Snow Birds, we have had an active quarter. Things will become even busier as we work our way through the winter season.

Tico Belle has had a couple jump events over the last few months, with us working with our partners, The Phantom Airborne Brigade, as well as supporting the NPTC folks in Dunnellon. We are very excited about working with the Phantom group at upcoming events, as well as our Air Show in March. It's very gratifying to



see these professionals do their thing, when they jump together, and I highly recommend you watch them at their next event, or our Air Show. While we have had a couple revenue flight opportunities, when we run Tico Belle at our Fly-in Breakfast, the interest has kind of petered out. We need to do a better job getting the word out, and advertising this fun event. We also had a great revenue event with a private party at the museum, sponsored by Morse Communications, where we had the event inside, and then flew some of his employees and family members on Tico Belle afterward. This event was very well received, and we plan to market this combination in the future. But don't forget that this museum runs because of its members and



future. But don't forget that this museum runs because of its members and their support. Please feel free to mention us to your coworkers and family members, as an idea for a fun family or group event. Whether they come in for a flying tour of the Space Coast, or want to have a large group with their own event, it would be a great opportunity to support your museum, and have some fun at the same time.

Our TBM program has had several obstacles in its return to flight program, but I'll let the Maintenance Director explain more on that. Once we get it through it's Phase 1 test program, we plan on operating it at several events. Besides a Rolling-Out ceremony, we plan on flying it at Stuart's Airshow at the end of October, along with Tico Belle, and some of our other aircraft. We have two more events hard scheduled after that, with an Aviation Day down in Ft Myers on 07

November, and an event honoring the Lost Flight, down in Ft Lauderdale on 05 December.

As we ramp up our website, we should be able to provide more timely and informative updates on our flight events. So keep an eye out for the changes coming on that. Again, please share the news with friends and family members, so that we can keep our organization strong and growing. As our Air Show approaches, this would be the perfect time to get more new people interested and involved in our museum. It would help spread the workload, having new members involved, but it would also help stimulate their interest and excitement, knowing that they can be part of such a terrific Air Show.

Karl Holly, Operations Officer



C-47 TICO BELLE

One of our Tour Guides, Jack Reid, has been doing some research on the history of C-47 TICO Belle and found the names of the crew who flew her of D-Day. They were:

1st Lt Jay E Bloch, O-731802, Pilot , Oregon, 26

2nd Lt Oscar B Hill, O-745093, Co-pilot, New York, 25

S/Sgt John A Quinn, 12203294, Crew Chief, New Jersey, 21

Pfc J D Calhoun, 15353761, Radio Operator, Ohio, 20

PERSONNEL OFFICER'S REPORT

We have had a busy summer at the VAC. One of the exciting developments has been our partnership with the Phantom Airborne Brigade static parachute jumpers out of Orlando. VAC and the Brigade have come to arrangement where we support their jump activities with the C-47 and as a result many of their members have joined VAC to be able to participate in the program. We are very excited at this development and look forward to many great events together going forward. With two successful jumps under our belt it's turning into a very enjoyable program for both the VAC and the Brigade. Welcome to all the Phantom Brigade members who have now joined the VAC, we are thrilled to have you on board!

As well as developing these kinds of programs, we have spent a lot of time working our Social Media and internet presence to keep members in touch and get the word out on all the great things at VAC. For those of you who use Facebook, our page is now very active with sometimes daily updates about what is going on at the museum, it's a great place to keep track of our aircraft, events, new arrivals for the collection and breaking news about the airshow. If you have not followed the page look for "TICO Warbird Airshow" on Facebook and "like" the page to stay in touch with all that is going on and have it delivered straight to your computer, phone or iPad.

We have also started doing more with video and have established a You Tube channel that contains videos from flights and events at the museum (including a recent static line parachute drop from inside the C-47). Look for the "Valiant Air Command Channel" and get the sights and sounds of our aircraft in action...we recommend turning your

headphones up LOUD to get the full effect of the sound!

The final thing we are moving out on is our new, revamped website, www.valiantaircommand.com We have completely rebuilt it to be simpler, more dynamic and interactive, with a lot more information on the flying and static aircraft in the collection. There will be much to see and do on the site so we hope you take a look.

With respect to volunteers, the end of summer and the return of the snowbirds means we are seeing old friends return, and new volunteers signing up to support the museum and we have some really great new people joining the team. We are glad to have you as part of the VAC family.

At the Board level, no candidates came forward to run for the three positions up for election, consequently Bob Frazier, Shannon Rubin and myself were voted additional three year terms by the other Board members.

Of course, we have also had some sad news, Pam Watson (Gift Shop Manager) and Don Eldridge (long time Tour Guide) passed away in the last few weeks. We miss them and our thoughts are with their families.

Last but not least, we are starting our Fall membership drive so we will be reaching out to bring new members into the museum. We look forward to growing the VAC Team and family. That coincides with the start of volunteer recruiting for the Airshow so it's a great time to get involved.

Looking forward to seeing you all at VAC in the coming months!

David Rees, Personnel Director



PROCUREMENT OFFICER'S REPORT

B-52 Stratofortress – We have just obtained a full nose section of a B- 52D airplane. The section is in good condition and includes fully equipped pilot and navigator radar crew compartments. It was obtained from the USAF and the Chanute Air Museum which is closing. Size and weight (18,000 lbs) of the nose imposed some loading and transportation problems but it arrived at the VAC on 17 September.

F-100 Super Sabre – The disassembled F- 100C airplane continues to be laid out alongside of the Restoration Hangar. Reassembly and repair, as necessary, will follow the 3 other aircraft that are in the restoration cycle.

A-7 Corsair Weapon Stores - The missile launch mounting accessories have now been installed on the airplane. The effort was supported by Florida-based Navy retirees from Navy A-7 airplane groups. The available parts for the bomb and armament systems will be installed next month.

L-13 Grasshopper – Restoration of the airplane has continued at a very slow pace. Maintenance and recovering of the left wing will now be started. The airplane is available "FOR SALE" to any party interested in flight restoration



Canberra TT-18 - The Canberra has been moved to the restoration hangar for initial restoration work. Sanding has begun with some panels/doors being removed for preparation work. Considering the age of this aircraft and its service arenas it is in very good shape with few corrosion issues.



VAC's new B-52 Cockpit Section

AVIATING WITH EVANS

MY LONGEST DAY

We have all day a day that when it ended we knew that we should have stayed in bed! There is one that has permanently anchored itself in my memory bank. I'll try to explain why by covering the events that happened to me on the 9th of December 1950.

I was awakened at 0500 by the duty officer at K-2 Air Base outside of Teagu, Korea. As a Flight Commander in the 9th Fighter Squadron, 49th Fighter Group, I had to prepare my briefing for my first mission of the day. Down at Operations I read the morning Frag Orders on the deteriorating situation as the Chinese were

were given leave to be with them for Christmas and transported to Misawa in a C-54. They were to return that evening and those of us who had wives but no children there were going to fly in the

C-54 to Misawa for New Years.

My morning mission against the Chinese in the mountains just northeast of Seoul was my 128th combat mission of the Korean conflict. While letting down into the target area I had a malfunction of my defrost system which sprayed jet fuel all over the windshield, canopy and me. I completed the ground attack mission successfully and returned to K-2 but I made sure no one lit a cigarette close to me until I shed all of my clothing. It was cold and my boots were the only ones I owned and they were soaked. I managed to put on two pair of heavy socks and as long as I was only in the barracks packing for my trip it was not a problem. Then the unplanned part of my day began!

The Group Duty Officer came into the barracks and told me that the Group Commander had scheduled me to fly his afternoon mission as he had an emergency meeting in Taegu at 5th A.F. Advanced Headquarters. With the help of the personal equipment Sgt. I got a pair of flying boots an A-2 jacket and set out on my second mission of the day. We were airborne about 2 PM and arrived over the target area at 2:40. My first target was an



Observation Post that was directing artillery fire against our ground troops. It was a very small target high up on a ridge and on my first pass my wingman and I each dropped a 500 lb bomb right on the target. Our Forward Ground Controller confirmed our hits and directed me to hit any targets we spotted behind the ridge where the OP was situated. There were many troops and vehicles dispersed in the valley and we proceeded to dive in between the hills and drop our remaining bombs, rockets and strafe the targets with the intent of using all of our ordnance before heading home. Just as I pulled up from my fifth strafing pass that took me well below the ridge line my F-80 Shooting Star shuttered violently, followed immediately by smoke in the cockpit and both the fire and overheat warning lights illuminating. Automatically I pulled the throttle to OFF, at the same time telling myself that it couldn't be happening to ME! This is the time when everything seems to move in slow motion; probably

"IF THE ENGINE BLEW UP,
OR JUST DIDNT START, I
WAS DEAD ANYWAY"

pushing our Forces steadily back towards the South and were entering the South Korean Capital. I was in good spirits as I knew that after my early morning mission I would be packing to go to our former home base at Misawa in the northern part of Japan. All of the pilots in the 49th who had children

from my fifth strafing pass that took me well below the ridge line my F-80 Shooting Star shuttered violently, followed immediately by smoke in the cockpit and both the fire and overheat warning lights illuminating. Automatically I pulled the throttle to OFF, at the same time telling myself that it couldn't be happening to ME! This is the time when everything seems to move in slow motion; probably because my heart rate and brain scans were accelerated by a factor 10.

My first thought was to get back across the ridge to the side where our friendly troops were, before ejecting. I was above the ridge line turning towards the direction of the "Friendlies" when it became evident that my attacks had taken me into a valley two ridges behind enemy lines. I knew I was dead if I bailed out over the Chinese I had just been attacking and I felt certain that my F-80 wasn't going

**"MY FIRST THOUGHT
WAS TO GET BACK
ACROSS TO THE SIDE
WHERE OUR FRIENDLY
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EJECTING"**

to stay in the air much longer. It was shaking like a dog -just getting out of the water-and my airspeed was bleeding off close to the stall speed. I had managed to push the nose down in the direction of a valley heading down towards the Hahn River which flows through

Seoul. In a short time there were 2 "absolutes": I was too low to eject and survive and the ground was coming up to meet me quicker than I had enough airspeed to hold my glide angle. I was left with only one choice and that was to try to start the engine! If the engine blew up or just didn't start "I WAS DEAD ANYWAY! I hit the "Air Start" button and placed the throttle in the "Idle" position. There was a moment when the engine gave a terrible rumble and the tail pipe temperature soared to the redline and then dropped back a little below it giving me some hope that it might run. There was a saddleback coming up just in front of me and there was no choice but to push the throttle forward and with everything in the aircraft objecting, the power increased to 70%. It was just enough to clear the rocks. I breathed a short lived sigh of relief when I found myself approaching another ridge which forced me to add more power. When I cleared that obstacle I added more power but when the shaking engine reached 78% the fire light came on and the cockpit began to fill with smoke again. This time I pulled the throttle back to "Idle" and the lights went out and smoke slowly cleared. The heavy fuel fumes in the cockpit added to my decision not to eject as I was certain that as soon as the ejection cartridge fired the whole shooting match would explode. Approaching the river valley where the ground began to level out, my rate of descent was too high to keep from flying into the ground. I added more power and every rpm that the damaged engine gave me came with louder

and more vibrating protests. Once again at 78% the fire light illuminated and I retarded the power below 70% and the light went out.

My hopes of survival increased as I turned down the Hahn River towards Seoul. I knew that the "Mosquito" and "Pineapple" airborne forward controllers had a mud landing field on an island just before reaching the city. I felt by this time that I would be able to make it to the strip which appeared immediately ahead. Now my decision was whether to land gear-up or try to lower the landing gear and roll into the river at the far end of the strip. That decision was made for me within a few seconds as I turned a few degrees toward the runway heading. I was greeted with a sight that was typical of what had been happening to me for the past several minutes, (seemed like hours!) There were broken aircraft scattered all over the island and the runway was pock marked with shell craters. No place to try to get on the ground and it was probably occupied by the Chinese anyway. It just wasn't my day is what I'm sure I said to myself but in these situations survival is the dominant factor.

I had slowed the F-80 for my anticipated landing and now I would have to accelerate enough from what I later learned, was "behind the power curve". I pushed the power back up to 75% and struggled along just above the river for several miles before I noted some increase in airspeed. When I reached 170 MPH I began a slow climb to get out of the river valley and headed for Kimpo Air Base

Although the aircraft was groaning and shaking it was still flying and I allowed myself to push the power up to 77%. My airspeed reached 180 MPH and I climbed to about

500 feet above the ground. I spotted Kimpo about six miles away and reached their tower on the radio requesting to land. They advised me that there was a flight of F-86's on the runway for take-off. I declared an Emergency and heard them clear the first two F-86's for immediate take-off and for 3 and 4 to clear the runway. I lowered my landing gear when I thought I could make the runway but my bird was so badly damaged that I had to push the power beyond 78% and was again greeted with Fire Light and smoke. I waited for the whole mess to explode for what seemed like minutes but was probably only long seconds until I was certain I could make the field and then I shut the engine down.

It is hard to describe my feeling of relief as the tires touch the end of the runway and whizzed past the 2 Sabre Jets that had pulled off into the run-up area to let me land. I allowed the F-80 to drift off the runway and across the infield to a stop on a parallel taxiway. I realized that I was safe on terra firma and the adventure had come to happy conclusion. HOW WRONG I WAS!!

Check next month's UNSCRAMBLE for the "Rest Of The Story" of my Longest Day that was far from over with my safe landing at Kimpo.

N.C "Bud Evans

FROM THE GIFT SHOP

For those of you who have not heard, we lost a very beautiful lady. Pam, our Gift Shop Manager passed away August 25 due to a short illness (cancer). We here at the VAC miss her very much.

Christmas is just around the corner, so come in and do some Christmas shopping for your favorite airplane enthusiast. We just acquired Quad-copters that have the ability to take pictures or video; they make a great gift for Christmas.

Don't forget to mention that you are a VAC member and get your 10% discount. Hope you have a great Christmas.

Anita and Judy

VAC CHRISTMAS DINNER

December 11, 2015

Happy Hour - 5:30PM to 6:30PM

Cash Bar

Entertainment

\$20.00

Menu

Grand Salad

Roast Turkey - Dressing - Gravy

Baked Ham with Cranberry Glaze

Mashed Potatoes - Winter Vegetables

Assorted Desserts

And Tea or Coffee

Reservations Required - 321-268-1941



**VETERANS DAY
WEEKEND OPEN
HOUSE**

NOV 7&8 2015

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MUSEUM DETAILS

MUSEUM AND GIFT SHOP OPEN
7 DAYS A WEEK - 9AM TO 5PM

Closed Thanksgiving, Christmas
and New Year's Day

Adults \$20.00 - Senior or
Military \$18.00 Children 5 to
12 years old \$5.00 Children
under 5 years old - No charge
Special Tour Rates Available

UNSCRAMBLE

Please call us if you have an
email address change. We want
you to be sure to get your copy
of the Un-Scramble

UPCOMING EVENTS

Oct 10....Fly-in Breakfast

Oct 20....Board of Director's Meeting

Oct 30...Stuart Air Show

Nov 7 & 8...Veteran's Day Weekend & VAC
Open House

Nov 11...Official Veteran's Day

Nov 14....Fly-in Breakfast & AirShow Meeting

Nov 17....Board of Director's Meeting

Dec 7...Pearl Harbor Remembrance Day

Dec 11...VAC Member's Christmas Dinner

Dec 12....Fly-in Breakfast

Dec 15....Board of Director's Meeting

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