



Official Bulletin of the VALIANT AIR COMMAND, INC.
 a 501(c)(3) Non-profit Organization
 Space Coast Regional Airport, Titusville, FL 32780-8009

UN-SCRAMBLE

Volume 26, Issue 9

October 2004

VAC Weathers Third Hurricane in 4 Weeks!

**Minor Damage From Frances - Tornado Blows Out Front Doors
 Museum Facility Suffers Water Damage from Water-Logged Ceiling
 Insulation**



VAC Commander and Airshow Chairman 'Extraordinaire' Lloyd Morris Resigns

It is with regret (after 8 years as BOD, 6 airshows, and building the restoration facility), that I must inform the general membership and the Board of Directors of my resignation. This is to be effective on or before the next BOD meeting on October 10, 2004.

This decision is a very heavy one for me, but I believe it is the right decision for the betterment of the VAC and its general membership at this time.

I have always believed the Commanders position should be one of full-time or a minimum of 3-4 days weekly. At this time in my life I have taken on "other projects" which will require one or two years of my time, which means that I will not be able to devote the time required to oversee the day-to-day operations of the VAC.

I also must inform the BOD of my decision not to chair the '05 Airshow. However, I will assist the new chairman in a limited way. The airshow is a great responsibility which requires a lot of focus and dedication for it to be a success. I wish whoever assumes this job the best.

I would also like to thank the BOD for their support, both past and present. Frank Pound for all the advice and moral support. Last but not least, I would like to give a special thanks to George Damoff who worked shoulder to shoulder with me for 5 years.

Well, I guess that's all for now, except God bless our great country and God bless all of you.

Yours truly,

L. W. Morris, Commander



**Membership Dinner Meeting October 30th.
 Larry and Sherry Sietsma Speak of Their
 'Round-the-World Flight' in Their Beech Baron**

[More F-86 Tales from Bud Evans.....page 6](#)





CALENDAR OF EVENTS

Valiant Air Command

6600 Tico Road, Titusville, FL 32780-8009
Tel (321) 268-1941 Fax (321) 268-5969
vacinformation@aol.com www.vacwarbirds.org

EXECUTIVE STAFF

COMMANDER	Lloyd Morris (386) 423-9304
EXECUTIVE OFFICER	Harold Larkin (321) 453-4072
OPERATIONS OFFICER <i>mikewizmcc@aol.com</i>	Mike McCann (321) 751-4494
MAINTENANCE OFFICER <i>stinsonj@brevard.net</i>	Bob James (321) 453-6995
FINANCE OFFICER	Pieter Lenie (321) 727-3944
PERSONNEL OFFICER <i>vacinformation@aol.com</i>	Alice Iacuzzo (321) 799-4040
TRANSP/FACILITY OFFICER	Bob Stewart (321) 636-4251
PROCUREMENT OFFICER <i>aircrafttrhf@aol.com</i> Tel & Fax	Bob Frazier (561) 848-4549
PUBLIC RELATIONS OFFICER <i>NABUEVANS@cfl.rr.com</i>	Bud Evans (321) 984-3343
"UN-Scramble" Editor <i>flgator921@aol.com</i>	Dawn Gorrell (321) 267-2012

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.

BOARD OF DIRECTORS MEETINGS

OCTOBER 12, 2004

12:00 NOON

VAC BOARD ROOM

NOVEMBER 9, 2004

12:00 NOON

VAC BOARD ROOM

Fall VAC Social Events:

September 11, 2004 (Sat): Membership dinner with speaker: Lt Col, USAF (Ret) Hiram Mann, Tuskegee Airman. He flew the P-51 (Red Tail Angels), P-40 Warhawk, P-47 Thunderbolt, and co-pilot time in B-25's, the C-47 and C-45.

5:30 Cocktails
6:30 Dinner
7:00 Program

All members and guests welcome. VAC hangar. VAC members - dinner \$13. Non members - \$15. **Please call museum for reservations.**

October 30, 2004 (Sat): Membership dinner. Wear those UNIFORMS AND COSTUMES of the 40's. Dress as your favorite flying hero, or Movie Star! PRIZES AWARDED - be creative!

5:30 Cocktails
6:30 Dinner
7:00 Awards presentation



Special Guest Speaker: Larry and Sherry Sietsma will give a talk on their recently completed 'round the world flight in their Beech Baron.

November 13, 2004 (Sat): Airshow Meeting.

1:00 VAC Library. Refreshments.

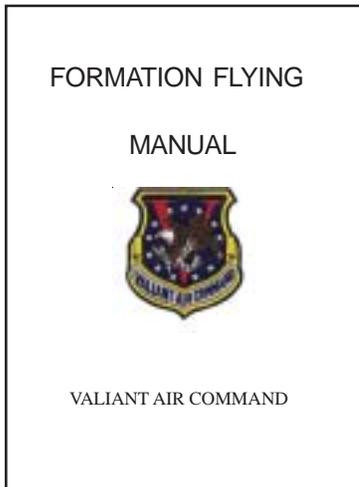
December 10, 2004 (Friday): CHRISTMAS PARTY & DINNER

5:30 Cocktails
6:30 Dinner



Operations - Mike McCann

Wow. It seems like the last time I sat down to write one of these we were just getting recovered from a hurricane. There have been so many I have lost track. Well, as I'm sure you know, Hurricane Jeanne roared thru last month, on an almost identical track as that of Frances, slightly more powerful but faster moving. The storm approached East Central Florida on the evening of Saturday, September 25th. I was scheduled to fly a 6-day trip out of Miami that evening, and I was dismayed to see it had been cancelled, as had pretty much everything out of the base after 3pm. We have a saying in this business: "you don't fly, you don't eat." Later in the afternoon I got a call advising same trip was following that the evening. I chose the though the drive would be a piece of cake initially, with what seemed like a 50-knot tailwind as I headed out on I-95. Around Ft. Pierce it turned into a 50-knot right cross, but by the time I got to FLL, conditions were somewhat better.



the afternoon from scheduled that the open the evening, so I try to beat it slogging it the after- following Knowing my ally keeps scotch at his Lauderdale, I former. I

The VAC hangar has sustained some significant water damage from the all the storms. While the structure itself is intact, Bob Stewart reports major water leaks that have waterlogged the insulation directly underneath the metal roof. He continues to explore options for dealing with this, as well as handling insurance and FEMA claims.

Ken Terry of Spruce Creek continues to polish up our forthcoming Formation Flying Manual. He also sustained roof, yard, and water damage from Jeanne. Pat Phillips reports his Stearman is in good shape, although looking rather forlorn right now as his engine is out for overhaul.

ATTENTION WARBIRD OPERATORS:

YOU ARE WANTED FOR THE ORLANDO AIRSHOW
November 6 and 7

Fellow VAC member PAT PHILLIPS has asked me to help promote the Greater Orlando Rotary Airshow, which he organizes. You will remember Pat as a Stearman owner and aerobatic performer who has flown his act at TICO for many years. He is looking for warbird pilots who would like to fly in the Orlando show or participate as a static display. For contact info see the details on the following page.

Operations - Mike McCann - cont.

UPCOMING AIRSHOWS OF INTEREST TO THE MEMBERS:

- October 9 - 10, 2004:** The Great Georgia Airshow. Falcon Field, Peachtree City, GA. Jerry Cobb (678) 478-4630. www.thegreatgeorgiaairshow.com
- October 9 - 10, 2004:** Suncoast Airfest 2004. Albert Whitted Airport, St Petersburg, FL. Steve Tolliver (813) 917-1967. mail@suncoastairfest.com. www.suncoastairfest.com
- October 16 - 17, 2004:** Pompano Beach Air Fair, FL. www.airfair.org.
- October 16 - 17, 2004:** Ft. Myers Beach Offshore Grand Prix and Airshow. Chris Moskal (941) 540-0097 www.fmbairshow.org.
- October 30 - 31, 2004:** NAS Jacksonville Airshow. Jacksonville, FL. Amy Cimino. (904) 542-3577.

***** **November 6 - 7, 2004:** Greater Orlando Rotary Airshow. Orlando Executive Airport, FL. Waivered airspace, aerobatics and statics. Pat Phillips (407) 425-7676. *****

November 6 - 7, 2004: Celebrate Freedom 2004. Woodward Field, Camden, SC. Mr. Phillip L Catham (803) 530-8687. csloll@aol.com. www.celebratefreedomfoundation.org.

November 11 - 13, 2004: Blue Angels Homecoming Airshow. Pensacola NAS, FL. Lt Mike Hanson. (850) 452-8161.

November 13 - 14, 2004: Stuart Airshow. Walt McGlynn. (772) 286-1844. www.stuartairshow.com

February 24 - 27, 2005: NWOC - National Warbird Operator Conference - 2005. Seattle, Washington. This is a must attend event for all operators, owners, technicians and enthusiasts. National Warbird Operators Conference. Over 160 people from all parts of the country attended the 2003 and 2004 conference. For more information, please go to www.warbirdconference.com. More details posted soon.

.....An FAA investigation is conducted by non-flying experts who take six months to itemize all the mistakes made by a crew that had six seconds to do anything.

STUART AIR SHOW STILL ON

Hurricane activity in Florida has prompted many to wonder if the Stuart Air Show (November 13-14 in Stuart, Florida) is still on. It is, according to event organizer Walt McGlynn. The [air] show must go on!

Maintenance - Bob James

C-47: My thanks to all who have donated to the C-47 fund. One of the latest is from James Bond (yes we have a real James Bond member). He has consistently donated in a regular fashion and most recently sent a check for \$1,000 and offered a challenge matching grant of up to \$2,000 on a dollar for dollar basis. So if you have held off until now or want to double your donation send it in and take advantage of James Bond's generous offer.

The repairs to the horizontal stabilizer are nearly complete. Following that repair the top side of the stab will be stripped and painted with a primer (the bottom side was previously treated in the same manner). The firewalls are nearing completion. The right side is slightly ahead of the left.

On the lighter side I received a letter from a Norwegian pilot (John Rovik) who flew our C-47 (s/n 2100591) in the early 1950's. He sent a photo and said that he had been following 591's trail over the years. I have sent him some of our photos and requested that he provide any history he is aware of concerning 591 while she was in Norway.

Charlie, Frances, Ivan and now Jeanne is bearing down on us. The hurricanes have definitely slowed progress as our volunteers have had to pay attention to their own property and family.

C-47 DONATION LIST

William	Bagwell	Merritt Island, FL	\$100
Bill	Dillard	Palm Bay, FL	\$1,000
Frank	Fleck	Cocoa Beach, FL	\$500
Bob & Diane	Frazier	N Palm Bch, FL	\$500
(for Memorial Fund, Bill Frazier)			
Don	Hussey	N Palm Bch, FL	\$50
John & Dorothy	Ingersoll	Wilton, CT	\$200
Robert & Ann	James	Merritt Island, FL	\$500
David	MacCulley	Melbourne, FL	\$150
Mike	McDonough	Titusville, FL	\$500
Lloyd & Gaye	Morris	New Smyrna Bch, FL	\$500
Donald	Riggle	Titusville, FL	\$200
Walter	Yocum	Titusville, FL	\$5,000

Procurement - Bob Frazier

U.S. ARMY - Formal letter from Army Historic Museum confirming certification of VAC Museum has been received.

IM&LS GRANT - The US Institute of Museums and Library Services has selected the Smithsonian Air and Space Museum's Conservator to conduct a joint evaluation of our Museum. The visit is scheduled for 13, 14, & 15 October.

GALLERY OF AVIATION MUSEUM - Inventory, appraisal, and video taping of the contents continues slowly. Video is to confirm the inventory and offering to the VAC. With copy of the tape they have offered to assist in the cost of transportation.

Personnel - Alice Iacuzzo

Welcome Colonels

NEW MEMBERS:

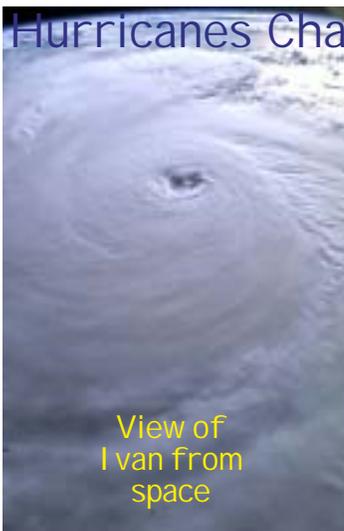
Tim	O'Connell	Merritt Island, FL
Joseph & Shirley	Reus	Titusville, FL
Marie & Peter	Villanueva	Merritt Island, FL

RENEWING MEMBERS:

Ron & Inez	Ackerman	Walterboro, SC
Aldo & Sophia	Aleliunas	Titusville, FL
Randy	Beardsley	Tampa, FL
James & Patricia	Beil	Titusville, FL
Lawrence	Beilfuss	Schaumburg, IL
Leo	Bottari	Melbourne, FL
Scott	Chamberlain	Safety Harbor, FL
Terry	Crawford	Ocala, FL
Stanley	Crosier	New Pt. Richy, FL
Steve	Davidion	Chagrin, OH
Jeffrey	Davis	Ocala, FL
Ray	Gage	Daytona Beach, FL
Chris	Gifford	Cocoa, FL
'Seb' & Ruth	Haller	Melbourne, FL
Kevin & Linda	Hanrahan	Groton, CT
Bob	Jourdain	Wesley Chapel, FL
John	Kirk	Rockledge, FL
Hal & Ruth	Larkin	Merritt Island, FL
David & Michael	Marco	Atlantic Beach, FL
Andrew & Gloria	Martingano	Daytona Beach, FL
Michael & Laurie	McDonough	Titusville, FL
Chuck & Jennie Ping	McElwee	Potomac, MD
Walt & Bobbie	Orth	Coral Gables, FL
Francis	Paciello	Carson City, NV
Mike & Paula	Rellihan	Jacksonville, FL
William	Rice	Ship Bottom, NJ
Larry & Sherry	Sietsma	Indianapolis, IN



Hurricanes Charley (Aug 13), Frances (Sep 5), Ivan (Sep 16), and Jeanne (Sept 25) Take Their Toll



View of Ivan from space



Numerous tree branches and bushes were blown down



We lost both roll-up doors on the front of the building to a tornado that touched down Monday afternoon as the last bands from Frances were leaving.



BLUE ANGELS TEMPORARILY SUSPEND 2004 SEASON TO ASSESS, RECOVER FROM IVAN DAMAGE

Reeling from the damage inflicted by Hurricane Ivan which made landfall within a few miles of their home base at NAS Pensacola, the Blue Angels announced last weekend that they were temporarily suspending their 2004 air show season so that members of the team could begin the process of recovering from the the impact that the hurricane had on their base and homes.

Preliminary reports from NAS Pensacola and the surrounding community indicate that nearly 90



percent of the buildings on base and a similar percentage off-base have suffered significant damage. Virtually all of the roads on base are impassable. The base has no water, no sewage and no electricity. And nearly 3,000 sailors in the Pensacola area are currently living in local shelters. Base commander Captain John Pruitt estimates that the base sustained hundreds of millions of dollars in damage and will be closed for repairs indefinitely.

Planned performances at an air show in Nantucket, Massachusetts and at the NAS Oceana Air Show in Virginia were cancelled. (The NAS Oceana Air Show will still be held minus the Blues.) Though the team and the Navy are still assessing damage in Pensacola and the impact that the hurricane has had on individual members of the team and their families, tentative plans call for the Blue Angels to resume their 2004 air show schedule as early as the beginning of October.

If you think we had it bad, take a look at what Frances did to the Pan Am Flight Academy in Ft. Pierce!



Grumman Gremlins Latest Projects Coming Together



F9 Panther in the final paint stages



Messerschmitt 208 undergoing reassembly and paint

Aviating with Bud Evans

Continued from the August/September issue...

After I left Phoenix, Arizona and arrived back at Wright-Patterson AFB, I became busy in making preparations for my departure for Eniwetok Atoll in the South Pacific. I was to fly the F-84F through the experimental Hydrogen Bomb blasts to test thermal and shock wave effects on the fighter. During those few weeks I flew on a number of test projects assigned to Fight Test Operations that didn't require one individual project test pilot. I kept in touch with the program manager on the wing-tip tow project to see what the North American and Depot engineers had found was the cause of the screwy landing gear malfunction. I was certain that there was a flaw in the design of the F-86 landing gear system as I had experienced a similar malfunction months before. It probably occurred when instrumentation or special test modifications were made to the original design of the aircraft.

I was flying our calibrated "Pacer" F-86 certifying the test instruments in an F-86 from the Flight Test Squadron at Hanscom AFB, Mass. The pilot of that aircraft was a classmate of mine from the USAF Test Pilot School. Following our 2nd "Pacer" mission I lead the two of us back to Patterson Field and from the initial approach I racked my Saber-jet into a 180-degree, 4 g break onto downwind. As was my regular procedure, I rolled wings level, lowered the landing gear just below maximum gear extension speed. Feeling the gear extend and the normal drag, I rolled into a descending turn onto final approach while lowering full flaps. I called the tower "Base to final, gear down and locked". During the flare for touchdown I always continued pulling the nose up, holding the aircraft just above the runway until it smoothly touched. This time something appeared abnormal to me. I was certain the wheels should have touch the concrete as the F-86 began to settle towards the ground. Without analyzing the problem I advanced the throttle towards full power from the idle position, being careful not to move it too rapidly and cause the engine to stall or hang up. (This was necessary before automatic fuel controls). I was trying to pull the stick upwards from its mount as



F-86D from the 15th Fighter I nterceptor Squadron

Aviating with Bud Evans - cont.

though that would stop the rate of sink. I had the nose of the Saber as high as I dared when that horrifying sound of metal scraping along the runway and the drag pulling the nose down towards the level position occurred. I could also feel aircraft accelerating as the engine reached 100% power.

Now this is where a pilot must make up his/her mind whether to take a chance on gaining flying speed and maybe getting back into the air or roaring down the runway ending up as a high speed fireball. It felt to me as though I

was just scraping along on the aft end of the fuselage and tailpipe. I began gently moving the stick fore and aft creating a gentle rocking motion and suddenly I was back airborne, if only slightly. I had time to check my tailpipe temperature instrument and noted that it read normal for 100% power. That told me I had not bent the aft section too badly. I began a slow climb and realized that the tower had been telling

me that I had no landing gear from the time I had begun my "fire show" on the runway. I immediately looked at my gear handle and noted all indications were "Down & Locked" with no warning horn or gear handle warning light.

My classmate seeing that I was having a problem aborted his landing and flew up beside me and confirmed that my gear was up. I then raised the gear handle and nothing happened out side but inside the cockpit I the gear indications went from down and locked to "up". He checked the aft fuselage and said he couldn't see any visual damage. Slowing to well below gear down speed, I lowered the gear handle and he gave me a visual check of the gear actually being down. I had all the "Safe" indications so I continued with my landing and taxied to the ramp. The maintenance crew was there in force to see what had happened. I climbed out of the cockpit and hurried for a look at what I was certain would be a badly scraped aft fuselage and tailpipe. Much to my surprise and delight I saw no damage

to the fuselage or tailpipe. What I didn't realize at the time was that the drop tanks had equal size holes worn through the rear bottom's of both tanks. This had allowed me to maintain



Aviating with Bud Evans - cont.

some pitch control that would not have been possible if the aft fuselage had been on the ground.

The maintenance folks tried to duplicate the problem without success so they all quietly assumed I had forgotten to put the gear down!

About two months later I was exonerated when the Fighter Test Commander was flying the same aircraft and had the landing gear extend, retract and cycle through about 4 times without his having done more the place the gear handle "down". It took about a month for the experts at Luke to resolve the F-86D problem and another one of our test pilot flew it to Patterson. It is believed that when test engineering installed test equipment in each aircraft it was possible to create a situation where the landing gear system could malfunction as these two had.

One of the assigned project pilots was unavailable when the two wingtip tow test aircraft were ready to fly so I was asked to fly on the test trials. The task of trying to stick the hook out on the end of the wingtip into the "hoop" while looking back at a 120 degree angle was hard enough but ramming the hook into the eye on the wing of the other F-86D was really dicey! I was getting frustrated at my inability to keep the wing tip lined up as I moved forward trying to put the hook into the eye. The dual wingtip vortex worked against one another causing both aircraft to wallow creating the concern that we were going to bang wings. I made another rapid stab at the eye for the umpteenth time and was surprised when I saw and felt the hook latch. I had been briefed to slide out a little after hook-up and reduce power so as to pull the cable out away from the tow aircraft as I drifted back. There seemed to be very little resistance from the winch and I drifted back about 150 feet, (I don't remember the exact amount of cable available). When I



reached the end of the cables extension the aircraft began an uncomfortable yawing rolling motion, which increased in magnitude for a few seconds, and suddenly the forces neutralized and I saw the horrible sight of the full length of the cable whipping directly at my head!! It looked like a giant steel coiling snake striking at me but before I had time to duck, it passed over top of my windscreen. I expected it to tear into my tail section but nothing happened for a second or two and then the whole aircraft began to shutter. Looking in my rear view mirror I could see the cable stretched out behind and below me whipping violently. I was already close to a stall so I added some power and

Aviating with Bud Evans - cont.



as the speed increased the cable became a little more stable.

I was over farm country but in Ohio that only means there a few less homes than in the many towns dotting the countryside. My "Buddy F-86" pulled up beside me and confirmed that the reel had allowed all the cable to pay out and that it was trailing on a fairly steep downward angle. Being afraid that the wingtip attachment on my aircraft would break off, I headed back towards Patterson while trying several speeds to find the one at which the cable seemed more stable. It was obvious to me by this time that I would not be able to make a straight-in approach to the runway as the approach lights extended several thousand feet out from the end of the runway and were graduated in height as they increased



distance from the threshold. If the cable wrapped around one of the posts it would make a sudden end to my day and the F-86D! (Be-

sides making the Base Commander very unhappy!) Planning my approach without much time to consider all the options, I elected to enter my high final approach from a 15 degree angle so as to not fly over any buildings or approach lights. I hoped that putting my gear down didn't create too much cable excitement! Once again my "Guardian Angel" was helping me all the way and the only damage done were to a couple of runway lights and to the tow rig on my wingtip.

Two days later I was on my way for six months of Hydrogen Bomb Tests in the South Pacific and learned that the stupid wingtip tow project had been cancelled for not being practical. Something all of us in Fighter Test knew when first told about the test project!

In addition to the F-84/B-29 disaster and the successful FICON B-36/F-84F project there had been one other test at Wright Field when they tried to tow an F-80 with a B-29. That ended in near disaster when the hook on the nose of the F-80 tore out of the nose section and with it whipping on the cable attached to bomb bay of the B-29 began tearing holes in the bombers tail section and aft fuselage. Only the quick and brave action of one of the bombers crew in capturing the hook when it penetrated the fuselage and finding a way to tie it down was the aircraft able to land safely.

Editors note: Bud Evans is recovering from 3 broken ribs injured in a fall recently. The VAC wishes him a speedy recovery!



Space Coast Regional Airport
6600 Tico Road
Titusville, FL 32780-8009

Phone: 321-268-1941
FAX: 321-269-5969
Email: vacinformation@aol.com

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