



# UN-SCRAMBLE

WEBSITE: <http://www.vacwarbirds.org/>

July 2005



## VAC MUSEUM

Open 7 days a week, 10:00 AM—4:00 PM except Thanksgiving, Christmas and New Years Day.

### Admission

Adults \$9.00

Seniors/Military \$8.00

Children 4-12 years \$5.00

Special Tour Rates available

Gift Shop open

Official Bulletin of the Valiant Air Command  
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*Dedicated to  
the restoration  
of military  
aircraft.*



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**July 4 – City of Geneva  
Independence Day Celebration  
27 formation aircraft  
“Mentor Flight” led by Jerry Borchin,  
#2 Ken Terry. #3 Richard Russell and  
#4 Scott “Scooter” Yoak (out of view).  
See “Scooter” on Page 12.**

**EXECUTIVE STAFF**

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**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**

Day: Second Tuesday of each month..  
Time: 12:00 Noon  
Place: VAC Board Room

**UN-SCRAMBLE NEWSLETTERS**

A copy of the Un-Scramble newsletter will be uploaded to the VAC WEB site each month and will be available to you before you receive your mailing. (<http://www.vacwarbirds.org/>)

The Valiant Air Command recently purchased a commercial grade copy machine capable of printing 600 copies of this newsletter. The plan is to print the front page in color and the remaining pages in black and white.

Now that you have seen a few copies of the newsletter, with me as your new editor, please feel free to offer suggestions or comments, both good and bad.

*Editor*

**FLASH! FLASH! FLASH!**

The VAC will be conducting a "Formation Day" (Rendezvous) beginning in September. Information will be available as soon as firm plans are made. The Formation Days will be run once a month, on a trial basis, for the next six months.

The idea is to have sort of a formation practice, to include media rides, volunteer rides, fly bys, and of course food and camaraderie.

All Leads, Instructors, Wingman, Newbie's, or interested bystanders, drop Ken Terry a note or email if you are interested.



## Bob James, Maintenance Officer

321-453-6995

*stinsonj@brevard.net*

C47-work in the aft compartment is progressing with the installation of some new floor boards and the cabinet for the number one and two invertors. The sink has also been installed. The control cable rework is continuing. We hope to be ready to install the right engine within the next month or two. This will be dependant on getting the pettibone crane transmission repaired so that we can lift the engine up to the firewall and mount same. My thanks to Bill Yoak (father of new member Scott Yoak) for some engine oil lines.

TBM-The circuit breaker and switch panel on the right side of the cockpit has been removed. The various multi-pin connectors have been cleaned up and most of them will be reusable. However all of the circuit breakers will be replaced. Sheet metal repairs are in work on the left side bomb bay doors. There are about five exterior panels that will require replacement and at least that many on the inside of doors. Some trial paint stripping is being done on the aft section of the aircraft in an effort to determine how much difficulty we will have doing the complete airframe.

UTVA-work on the new fuel lines is continuing. A new fuel check valve has been obtained and it is hoped that this will allow the system to be completed within the next several weeks.

L13-This project was donated to the C47 fund and is being worked part time by Al McQueen. At the present time the fuselage is on its gear. Work on connecting the flight controls is in work at this time. This project is up for sale and proceeds will go to the C47 fund as directed by the donor (Josh Eiting). The work is of the highest quality and while it would be terrific to see this project to completion we will sell it to provide the final funds to complete the C47. Call me for further details (321-268-1941).



**Harold Larkin, Executive Officer**

321-453-4072

Replacement of the 'O' rings on the F9F Panther landing gear has been completed. The Panther now sets on its landing gear. Parts for the canopy locking system that were fabricated by N.A.S. Pensacola do not work. We have to fabricate the main locking arm that attaches the canopy to the hydraulic cylinder, with some cosmetic clean up and the Panther will be finished.

We received the top curved windshield for the ME-208 from Design Plastics in Fort Lauderdale, FL at a cost of \$735.30. The plexi glass had to be vacuum formed from the mold that we fabricated. The fuselage has been painted and all insignia applied after the windshield installation. All we have left is cosmetic clean-up and the ME-208 will be finished.

The jacks removed from the Panther are now jacking up the F-5E. The fixture to mate the center section/wings with the fuselage is still in fabrication. We still have to scrounge some material for the fixture. When the fixture is completed, we will remove the temporary wheels and axle and install the center section/wings and lower the main landing gear. Then we can install the brakes and wheels and set the F-5E on its main landing gear. At our last Warbird Airshow, Charlie Dean, a Northrop Grumman employee, told me there was an excess F-5E seat at St. Augustine and he would try to get it for our F-5E. Well, three months later he called me and told me that he could not get anyone at St. Augustine to release the seat to the VAC. Well, 26 phone calls later, the F-5E seat arrived at the VAC. The phone calls included, St. Augustine, U.S. Navy Yard in Philadelphia, N.A.S. Pensacola and Northrop Grumman in Melbourne. Most of the time you called, the person you wanted was not available.

We were successful in removing the canopy from the AS-4J. As the VAC crane has a bad transmission, we used the all terrain fork lift to remove the canopy. The canopy is now in the rework cycle. The navy painted the plexi glass black. Now we have to remove the paint without destroying the plexi glass. When we removed the canopy we found a coconut in the cockpit. Still working on clean-up of the plenum chamber. Haven't found a maintenance manual or a pilots handbook for the TA-4J. If you have one or know where we can acquire one, give us a call

The Pratt & Whitney R-2800 engine that came out of a Grumman F6F Hellcat is in the rework cycle to a static display. The engine didn't look too bad when we received it, but as we disassembled it, it became obvious that it will require a lot of TLC.

**Ken Terry, Operations Officer**

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At the July Board of Directors Meeting we started out discussing a Formation Day once a month, scheduled every month so everyone could plan on it. Got it approved by the BOD for a trial period of six months.

Now the work begins. It seems as though in an effort to include as many people as possible, volunteers, news media, members, guests, and uh oh yea, pilots, this thing is beginning to take on a life of its own. And that's a good thing. The whole idea is to get people together. And apparently it's working already. We got a bunch of people in on the planning so it is kinda tough at the moment to tell you which way it is going, but one thing is for certain, it should be a lot of fun.

The first date will be in September to allow enough time to get it all together. The current thinking is to have sort of a Formation practice, to include media rides, volunteer rides, fly bys, and of course food and camaraderie. Bob James came up with a better name than just Formation Day - Formation Rendezvous. I am kinda leaning toward just plain ole Rendezvous, since I feel it should be more like the old mountain man type where just about anything goes, legal and within reason! Alice came up with the idea of aligning it with a member meeting, great idea, that is still in the works as far as details so we don't have any conflicts. Maybe try that one for October.

Now to the point, this is for YOU, the members, ALL members, so how about sending me what you would like to see it include.

### **JULY 12, 2005 BOARD OF DIRECTORS MEETING**

1. The Members Luncheon at the Museum on June 30 was a big success. We had a fly by performed by Norm Pesch and Fred Schryver. Both showed us what great smoke systems they have. We would also like to thank Augie for inviting several different media personnel and have promised to get them rides in member aircraft soon.
2. The visit from John Murphy our FAA Air Show Monitor and all around good guy was very fruitful. The VAC Board of Directors spent all morning with Mr. Murphy and we thank him greatly for his advice and help on planning next year's Air Show. We hope this will be the first of several visits from Mr. Murphy in preparation for next year. His busy work schedule must come first, but he is a pilot first and is very interested in helping us make Air Show 2006 one of the best and most important, a safe one.
3. We now have new 8 X 10 inch decals for aircraft, vehicles, etc. See them in Gift Shop (BX?) Formation patches are on order and should be in soon.
4. We have contacted Flight Suits Unlimited to try and get a discounted price for members in return for stocking their flight suits. No answer yet.
5. Tim Plunkett's two place MIG 15 should be in the Museum by the time you get this newsletter. All the permits and arrangements have been completed. This will be a big addition to the Museum. It is only "on loan" as Tim plans on flying it as soon as possible. It has been inspected and signed off for flight so it probably will not be around too long, better come quick to get a look at it.
6. We tried to hold a Formation Clinic the 10<sup>th</sup> through the 20 of June. Hurricane Arlene had other plans. As usual the woman always wins out. So we canceled due to WX. Then She decided to rush on through and we are tried to put the Clinic back together. We did get a few flights in. I am a little disappointed in that I am not hearing much from any of the "old timers" for the formation stuff!
7. Much prep work is ongoing for Air Show 2006, Lloyd has a couple of surprises in store for us. I'll let him tell you about that, but I will say that if one tenth of what he hopes to accomplish comes about, 2006 will be better than great!
8. Recent flying participated in by VAC Members:
  - A. May 30 – Memorial Day – 2 separate Cemeteries in Daytona Beach area – 22 aircraft in each fly by.
  - B. June 25 – Robert Robbins Memorial – Bob was a WWII and Boeing Test Pilot
  - C. July 4 – City of Geneva – Independence Day Celebration – 27 aircraft.
  - D. In addition to several formation training flights with different individuals, we were able to complete

a FAST Wingman Check Ride for Scott "Scooter" Yoak within weeks of his joining VAC. Now there is dedication. Scooter's enthusiasm is catching, "that boy just loves to fly"!!!! So be careful if you get around him. However, it must be admitted that Scooter came to us with previous training. His Dad is one of the premiere P-51 restorers in the country.

9. A mention of the cooperation from TIX Tower personnel must be noted. I have been around a few blocks in aviation. The guys here at Space Coast are fantastic. I have been in many formations arriving and departing, in addition to arriving and departing as a single ship, many times over the last several years. No where have I seen more competent, cooperative, helpful, friendly, and just plain "good guy" controllers. The ones at New Smyrna Beach are running them a very close second place, however. Drop into George Bakers, say Hi to George, Gina, Curtis and Crew and see what I mean. I think I have heard a voice or two from TIX at EVB. Somebody is doing something right at TIX.

Thanks Guys!

I am presenting a plan to the Board to hold a "Formation Flying Day" once a month for at least six months starting in September. I am asking for some funds to support this endeavor. This has a two fold purpose.

1. To generate flying activity among VAC pilots. Give our volunteers and pilots an opportunity to meet each other.

2. To give local news media personnel the opportunity to view our Museum, meet our Members, and learn about our mission.

## AIRSHOWS AND EVENTS

To see a listing of National and International events go to: <http://www.aerovents.com/body.shtml>

## Bob Frazier, Procurement Officer

561-848-4549

*aircraftrhf@AOL.cxom*

Things have been slow this month with no new big items and hurricanes. However we have accumulated an inventory of aircraft and engine parts from donations and procurements that are now for sale or trade.

### SALE----SALE----SALE----SALE

Available items include TBM parts, considerable number of round engine carburetors and magnetos, new aircraft microphones( 2 types ), Ni-Cad batteries for helicopters and light aircraft( some brand new ) and a few DC-3 parts.

If you have any interest for your projects or restorations please call the VAC Museum at (321) 268-1941 and ask for BOB JAMES or BOB FRAZIER. Lists of some items are available.

### C-47 TICO BELLE REPAIR FUND

Donations continue to be received from people that are interested in C-47 history and want to help return TICO BELLE to the air. Donations for the month of June totaled \$ 1130. A major part of this being Morris Strauss's returning of his Air Show fuel payment. THANK-YOU This brings the donation grand total to \$ 123,395 including the \$ 10,000 VAC transfer. Funding is now required for replacement of wheels and brakes.

## Alice Iacuzzo, Personnel Officer

321-799-4040

*Vacinformation@AOL.com*

### NEW COLONELS

Arthur Goldhammer	Port Orange	FL	Ronald & Kristin Oconnor	Merritt Island	FL
Thomas Hay	West Melbourne	FL	Dave Ohser	Hudson	FL
David Krochmal	Daytona Beach	FL	James & Genie. Owens	Cocoa	FL
David Myers	Indian Harbor Bch	FL	Scott Yoak	Port Orange	FL

### RENEWING COLONELS

Lester Badger	Cocoa	FL	Jack Manning	West Palm Bch	FL
Preston Beck	Melbourne	FL	Harold & Audi Mays	Augusta	GA
Bob & Sandy Boswell	Melbourne	FL	Bob Munsey	Port Saint John	FL
Leo Bottari	Melbourne	FL	Andy & Gayle Presto	Phoenix	AZ
Rob Cerame	Port Orange	FL	Tom Sharp	Cocoa	FL
Tom & Patty Etter	Titusville	FL	Al & Ginny Herrill	Melbourne	FL
Phil & June Gaarder	Indialantic	FL	John Strickland	North Fort Myers	FL
"Hoot" Gibbson	Dade City	FL	Ron Thorstad	Titusville	FL
Robert Graveline	Titusville	FL	Jerry & Marion Walbrun	Ocala	FL
Norm & Gaynell Lindsay	Titusville	FL			

### VAC ELECTIONS

The following is a list of offices and terms of service that will be up for voting. If interested, you must comply with VAC procedure. A member that is interested in running for a Board of Directors position or an incumbent seeking re-election to the same or another Board position must file a letter of intent with the Board of Directors. The letter must contain the following: (a) The position for which the member is intending to run. (b) the signature of the candidate who is seeking to run. (c) signatures of (2) active members of the Valiant Air Command Inc. who endorse the placement of the candidates name on the ballot.

Original Letter of intent must be received by the Valiant Air Command Inc. before close of business August 15th (fax/Email not acceptable). List of offices up for election will follow.

The office of Commander (when this office is up for election) requires previous Board of Directors service. Please call Board members concerning duties of the office. Valiant Air Command Board of Directors is considered a "working Board" position.

#### OFFICES AVAILABLE FOR 2005

FULL THREE (3) YEAR TERMS 2005-2008

Commander; (Incumbent) Lloyd Morris  
 Maintenance Officer; (Incumbent) Bob James  
 Public Info Officer; (Incumbent) Bud Evans

Please be advised all autobiographical histories together with your original nomination papers must be received at VAC Headquarters by 5:00 P.M. August 15th for Unscramble publication.

(suggested bios up to 250 words) Election Date: October 8, 2005

## Bud Evans, Public Relations Officer

321-984-4549

NABUEVANS@cfl.rr.com

While attending my monthly Quiet Birdmen meeting a few days ago, an old friend I have known for 56 years was given a model of the F-107 by his former candidate. Clyde Good was a USAF Test Pilot at Wright-Patterson AFB and following that assignment spent several years as USAF Plant Rep at North American Aviation Company. While he was there the YF-107A was built in competition with the Republic F-105. Republic won the competition and the F-107 program ended. Clyde checked out in the aircraft and as USAF

Clyde was aircraft to on display in During the builder reasons that defeated by the political. This comments drivers in the person who "Thud" was USAF Retired.



regulations required selected to deliver the Dayton, Ohio to be put the USAF Museum. presentation the model mentioned some of the the aircraft was F-105 which were drew a lot of from the former F-105 meeting. Primary had many hours in the Col. Bill Dillard, Bill is one of the most

experienced Fighter Pilots around and he has a lot of very good comments to justify the USAF decision for selecting the F-105.

Although I found no reason to enter the discussions, I had inside knowledge of the competition having been at Edwards AFB in Fighter Test Operations at the time. I was also the USAF Test Pilot assigned test the F-105B and the F-105D. I had also chased Al White, the North American Aircraft Company test pilot who flew the F-107. Both aircraft were required to have the capability of delivering a nuclear bomb. The F-105 had an internal a pod arrangement the fuselage. This mach "2" and drop assigned to chase Al was to demonstrate that time our only reach mach 2 was undergoing USAF safety chase on flight tests but for that was available him during the early he headed out to the Corridor" to start his



where he was to release the bomb. I watched his contrail as he accelerated to the release point and stroked my burner to get the mighty "HUN" up to 1.15 mach with a cut off angle to be adjacent to him at the bomb release point. Suddenly the contrail stopped and after a few seconds Al announced that he had "Flamed-

bomb bay and the YF-107A had that was partially imbedded in would allow them to fly to the bomb at that speed. I was White on the flight on which he that capability in the F-107. At "Chase" aircraft that could the F-104A and they were still flight testing. We used them for some critical manufacturer's some reason the F-100A was all that day. I was able to stay with portion of the climb but when far end of the "Supersonic run, I orbited close to the area

Out!” I strained my eyes trying to pick up the streaking F-107 against the dark blue sky and finally saw him as he rocketed past me still well above my speed. Al had his hands full and asked where he was in relation to Rogers Dry Lake. I told him to start a left turn and as he slowed I was able to cut inside his turn and moved in close to the F-107. He was having trouble seeing out due to canopy fogging so I continued “guiding” him until we were lined up with the 17 mile North-South lake bed runway. When we approached the extension to the main runway at Edwards I told him he was in perfect position to land on the runway which he did very nicely. There were other factors which factored into the F-107 not being selected by the USAF: The engine air intake being located above and just behind the cockpit preventing the canopy being opened while the engine was running. Another factor in the design was the external store racks having limited clearance between wing and ground. I never flew the aircraft but was well aware of what was happening in its test program.

On the other hand, the F-105 was a big aircraft and when I first climbed the tall ladder used to get into the cockpit and looked at the size of the THUD I had a hard time convincing myself that it was a Fighter. There was no question as to its ability to carry a very large bomb, rocket and whatever else was used on external bomb racks. It certainly proved that in combat in Vietnam. My first test program in it was the performance tests on the “B” model and all of the performance and most of the Stability-and-Control on the “D” model. When the discussion of the long range capability of the F-105 was mentioned by Bill it reminded me of my confirmation flight at the end of my Performance Test Program. There is an over used truism that states that every test flight is still a flight test, even though the last flight in the test program was to confirm all of the results of the flight test data you had produced. The mission was to fly a full combat profile. My load was a 650 gal. center-line external fuel tank, two 450 wing tanks plus full internal fuel. I was to drop the external tanks when they were empty. My flight plane followed a flight path that took me over bombing ranges where I could jettison my tanks as they became empty. I then had a Mach 2 run where I was to open the bomb-bay and drop a dummy nuclear store and then return to Edwards AFB. I made my take-off with Major Bob White (The X-15 pilot) flying chase on me in an F-100. When I saw my center-line drop tank empty light come on, I hit the tank jettison switch. Before I knew what had happened I was slammed against the side of the canopy as the aircraft became inverted with a severe yawing motion. I fought to regain control the F-105 while hearing Bob yell “have you got control?”. Glancing at the right wing I saw the 650 Gal. center-line tank impact the right 450 Gal wing tank tearing the nose off of that tank. It then traveled along the wing tearing away my right wingtip test boom and taking part of the right wingtip with it. It was only a matter of seconds until I had the aircraft back under control and jettisoned both wing tanks. It was a strange sight to see the right drop tank with a large spray of fuel coming forward out of the tank with the nose portion gone while we were still traveling over 400MPH. I returned safely to Edwards and after a few days of repairs and a good check of the next set of center-line tank ejection cartridges I completed the profile test flight satisfactorily.

Come see our F-105D at the V.A.C. Museum!)



## PIETER LENIE RESIGNS AS FINANCIAL OFFICER

Pieter Lenie recently resigned as Finance Officer, leaving our finances in the best shape it has ever been in. Although he has resigned from the board, he will be around to help with the many tasks required to run the museum and airshow. Pieter served as Finance Officer in the mid 80s, helping to fill the needs of an organization that he helped to start along with 16 other members in 1977. He went to Denmark to help with the acquiring of the three C47. He flew the Fuji (we had ten) to airshows around the country.

He served as a Ships Captain for many years on the large oil tankers, having the complete responsibility for the these ships. He got his dream ship as Captain of the "Hero" sailing the Antarctic for twelve years in conjunction with overseeing the Scientists from the National Scientific Foundation out of Washington D.C. Pieter was often considered an Ambassador in South America dealing with the people in different ports. He learned to speak and write Spanish fluently. He discovered a "Straight" in the Antarctic and that it is now named "Pieter Lenie Straight".

Pieter went to sea at the age of 14, leaving Belgium when the Germans overran his country. Pieter is a survivor of WW11 when the ship he was sailing on was torpedo and blown up and he ended in the freezing water.

In recent years Pieter has served on the Valiant Air Command Board as Commander, Executive Officer and Finance Officer ... and as he has said he will be around to help.

## YOUNKIN, FRANKLIN DIE AT CANADIAN AIR SHOW

Bobby Younkin and Jimmy Franklin, two of the most respected and best-loved pilots on the air show circuit died as a result of a fiery mid air collision at an air show in the Canadian province of Saskatchewan on Sunday. The air show was immediately cancelled. The two were performing in the Masters of Disaster Masters of Disaster show when their aircraft made contact in front of 20,000 people attending the Saskatchewan Centennial Air Show at Moose Jaw, the southern Saskatchewan community that is home to the Canadian Forces Snowbirds. The other airborne member of the team, Jim LeRoy, landed safely. Franklin's son Kyle, who earlier in the day performed a wing-walking show with his dad aboard their jet-assisted Waco biplane, was at the time of the accident reportedly describing the performance from the announcer's booth.

The aircraft crashed well away from the crowd and emergency crews were on the scene within five minutes but there was nothing they could do for the pilots. There were no other injuries or damage. Col. Alain Boyer, the base commander, told reporters, "Everything was done professionally." "These guys were professional pilots ... all the safety measures were there." Officials moved quickly to gather up friends and relatives of the pilots present at the show and took them to the air force base headquarters where the base chaplain met them. "I think you can consider most of the people who perform for a living in the air show industry as family," Clive Tolley, the air show's executive director, told a news conference late Sunday. "That's why it's so important for us to take care of them."

The Masters of Disaster have become one of the most sought after acts in the air show business and thrilled crowds at EAA AirVenture last year. They thrilled us. The team, including Jimmy Franklin (known best for his wing-walking acts and jet-biplane); Bobby Younkin (who flew the biplane Samson, a Decathlon, Beech and a Lear Jet each in separate air show performances); Jim LeRoy ("the Bulldog" in his yellow Pitts); Les Shockley (of jet-truck fame) and more had been scheduled for Oshkosh again this year. In a very late night interview from his Oshkosh area home on Sunday EAA spokesman Dick Knapinski said the industry has lost two of its very best ambassadors. "Both as pilots and as people, they were the best," Knapinski said. "They were incredible pilots and incredible people."

## LYCOMING RECALLS 2000+ CRANKSHAFTS

The ongoing controversy surrounding Lycoming crankshafts took a new twist as the company issued Mandatory Service Bulletin (MSB) 566, which greatly widens the net draping a crankshaft issue previously limited to high-horsepower six-cylinder engines (often found in high-stress turbocharged applications). The new MSB recalls crankshafts in more than 1000 engines manufactured, rebuilt, overhauled or repaired since March 1, 1999. In addition, some 1227 crankshafts not affiliated with a specific engine serial number are also affected. This is a group of engines distinct from the set of high-power, six-cylinder Lycomings that have been subject to a previous recall and Airworthiness Directive (AD) for crankshaft replacement.

Lycoming said that a Notice of Proposed Rulemaking (NRPM) would be issued with an AD to follow, making the new MSB truly mandatory for Part 91 operators. According to Lycoming president Ian Walsh, "We had enough incidences to finally decide that all cranks with the same 'heat code' manufactured by Interstate should be recalled. "These crankshafts are found in a wide array of Lycoming six- and four-cylinder engines, even some low-power, 180-hp O-360 applications." Crankshafts for the high-power engines that were caught in the previous recall are not affected. Affected crankshafts have a serial number starting in V5379, although not all cranks in that series are covered under the MSB.

This MSB comes on the heels of Lycoming's loss of a lawsuit sought by Interstate Forging in Navasota, Texas, alleging that Lycoming had improperly specified vanadium to be added to the crank alloy. Lycoming claimed that Interstate had improperly manufactured the cranks and that the addition of vanadium was not at fault. The jury verdict awarded Interstate \$96 million. Lycoming has appealed the decision. Marty Rose, an attorney who defended Interstate in Texas, offered comments on Lycoming's latest move. "Seems rather obvious that they learned a lesson from our jury verdict in Texas because the jury found the problem was the vanadium," he said. "And now they're pulling all the crankshafts that they had manufactured with vanadium added."

Lycoming claims to have all the cranks in hand, produced by new vendor Louisville Forge in Georgetown, K.Y., to replace the affected parts without an interruption of normal programs. If your engine has an affected crankshaft, Lycoming will replace the crank at no cost and, "when authorized by Lycoming," will reimburse owners for the removal and replacement labor according to Lycoming's current Removal and Installation Labor Allowance Guidebook (SSP-875).

## SENATE ACTS ON GENERAL AVIATION SECURITY

The spending bill for the Department of Homeland Security (DHS) is in play in Washington, and the policy-watchers at AOPA are raising a red flag. Some senators are submitting amendments that would make GA pilots very unhappy. The worst one says anyone who negligently violates Washington's restricted flight zone leading to the evacuation of a public building could be slapped with a \$100,000 fine, confiscation of the aircraft, and a five-year loss of flying privileges. New Mexico Senators Pete Domenici and Jeff Bingaman sponsored this amendment, and AOPA already is talking to them. The proposed penalty is extraordinarily harsh, too harsh in fact, but it's clear that members of Congress want to get every pilot's attention that they will not accept any more excuses for these transgressions.

Less threatening is an amendment calling for a government study of GA security, proposed by Senators Hillary R. Clinton (D-N.Y.) and Richard Durbin (D-Ill.). The study would examine the potential for GA aircraft to be used as weapons against high-risk sites and would check the overall security of GA airports. It would also assess what technology is available to easily track GA aircraft and prevent aircraft theft.



Scott "Scooter" Yoak's T-34 Mentor. Mentor #4, in the diamond position, in the Independence Day formation flight over Geneva, Florida on July 4, 2005.

## UN- SCRAMBLE

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