



UN-SCRAMBLE

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

August 2005



Official Bulletin of the Valiant Air Command
 A 501c(3) Non-Profit Organization
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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

*Dedicated to
 the restoration
 of military
 aircraft.*



Delivery of the first F/A-22 Raptor to Langley Air Force Base

Inside This Issue

<i>Announcements</i>	<i>Page 2</i>
<i>Officer Reports</i>	<i>Page 3- 5, 7-9</i>
<i>Volunteer of the Year</i>	<i>Page 6</i>
<i>Josuha Payne Fund</i>	<i>Page 10</i>
<i>VAC Fall Events</i>	<i>Page 11</i>
<i>Member's Aircraft</i>	<i>Page 11</i>



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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.

I would also like to receive pictures of member's aircraft for inclusion in the newsletter.

Editor

FLASH! FLASH! FLASH!

The VAC will be conducting a "Formation Day" (Rendezvous) beginning on September 10th. 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, Newbies, or interested bystanders drop Ken Terry a note or email if you are interested.



Harold Larkin, Executive Officer

321-453-4072

PANTHER -- The last two reworked bomb racks have been painted, installed and the two remaining 5" HAVAR rockets have been installed. The Panther now has six 5" HAVAR rockets hanging on the right and left wings. The gun sight that we located in England has completed the fabrication and installation of the missing parts. The gun sight has been installed in the cockpit. We are still waiting for the two instruments, shoulder harness, chart board, oxygen hose and the tow bar coming from Minnesota. The Panther looks like it just came off the production line at Grumman.

ME-208 -- The top curved windshield panel that arrived from Fort Lauderdale has been installed and the windshield trim painted desert tan. The right and left cockpit doors were painted and installed. The German Luftwaffe Desert insignia has been painted on the right and left cowling. The right and left walk-ways need to be painted black along with some minor cleanup.

F-5E -- As we are experiencing a light crew due to sickness and the snowbirds going north, the F-5E has had little effort this past month. The F-5E Maintenance Manual has been printed from a disk at Office Depot. This is a total of 17 individual manuals by system. With the crew returning and a set of maintenance manuals in hand, the F-5E will become active.

TA-4J -- With the canopy off, we now have access to both cockpits, pushed the fuselage outside and pressure cleaned the two cockpits and the outside of the fuselage. As we remove parts, they are tagged, entered in the TA-4J database and put in the rework cycle. Paint on the TA-4J was very thick, so when we removed the paint with the high pressure water, some of the fiberglass parts were damaged and will require repair. Have located a pilot's handbook in Australia. It is on its way to the VAC. You never know where you will find the item you are looking for.

Now that the Panther and the ME-208 are in the completion cycle, one can start looking for all the parts that we need. When you look at the TA-4J then look across the hangar at the Panther, it gives you the spirit to go on.

R-2800 -- The Pratt and Whitney engine that came out of a Grumman F-6F Hellcat has a crew of one. It is now ready for sandblasting followed by prime and paint. After painting, we can start reassembly.

Ken Terry, Operations Officer

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On August 3rd I had the pleasure of working my tail feathers off. Now after a statement like that I've got to have your attention!

I watched Skip Tillett of Tillett Heavy Hauling of Titusville move VAC Member Tim Plunkett's 2 place MIG 15 from 7FL6 (Spruce Creek Fly-In) to the Museum. By the way, to Tim's knowledge it is the only flying, originally built as a 2 place, MIG in the world.

Back to the subject, during this long day several things happened that re-enforced my very positive

opinion of Skip. I'll back up here a little here, this all started well over a year ago when Tim asked for and received permission to fly out of the Museum because of the runway length requirement for training for his rating in the MIG. It kinda dawdled along while looking for a way to move it.

I happened to meet Skip at the C-123 one fine sunny day and started talking about airplanes. Somehow the conversation wound up with his profession, moving "heavy stuff.". I mentioned Tim's problem with the MIG. His reply was quick and definite – "I can do it!". He spent the next several months scoping out the best route, taking measurements of the airplane and obstacles, came up with a plan, permits, and four of the greatest Florida Highway Patrol Troopers you have ever heard of, two of whom are based in Coca. More on those guys next month.

To give you an idea of the problems Skip overcame to accomplish this Herculean task: the two gate posts at Spruce Creek are 28 feet apart – The MIG wing span is a couple inches over 34 ½ feet – Skip managed to place it on his trailer so he only needed 31 ½ feet clearance – and managed to maneuver between, around and over the posts. Time and again I watched in amazement as he twisted and turned, maneuvering those wingtips through some seemingly impossible places. Skip's understanding and just plain intuitiveness of the dynamics of moving "heavy stuff" is unbelievable! I have no idea what it cost Tim, but I will say that at ten times the price it was a bargain! See picture on Page 11.

Best of all – Skip is a true aviation fan. Thanks Skip.

The event of moving the MIG on Wednesday August 3, 2005 necessitated hiring four Florida Highway Patrol to escort the truck that moved the aircraft. While this event was a fairly normal thing for Florida Troopers, it was a real anxious time for the VAC Members involved, especially the aircraft owner. The Troopers made it much easier.

First of all I would like to apologize profusely for not having all four names. I hope we can make up for this faux pas in some way in the future. It is very important to us at the VAC to make certain that the people who help us are acknowledged. These four Florida Highway Patrol represented the State in most professional manner possible. They are a real credit to the taxpayers of Florida. And keep in mind, they did it on their own personal time off. At no cost to the State, even to the point of paying for the use of the State automobiles. The assistance of the four Troopers was absolutely fantastic!

These guys spent a lot of time with us. Much more than we had anticipated. We had a major problem that was handled quickly, efficiently, and very professionally. They were on time, neat, polished shoes you could use for mirrors. Polite. Personable. And even though three of them were not particularly interested in Aviation, were very knowledgeable about aircraft in general and knew how to handle them. It was obvious they have had excellent training. The fourth was a pilot and frankly I tried to recruit him as a VAC Member and he is thinking about it.

So the next time you see one in rear view mirror, remember this, these guys do a great job for us in more ways than simply keeping the highways safer for us.

Thank you: Trooper Darryl T. Davis, Trooper G.R. (Jerry) Caves, Trooper Edward C. Leary, Jr.

I have submitted a list of seminars available at the ICAS Convention in December to the BOD and suggested we send a few of key volunteers to a couple of them.

I have made plans to attend the Gainesville Air Show, September 24 and 25, with several other members of the Board to hopefully meet with the Officials of the Blue Angles. Anybody else interested in going?

We have now been placed on the approved list to be considered as a possibility for the Blues for our Air Show 2006. We will not know until the ICAS Convention if get them, the T-Birds, or NONE.

Set the date of September 10, 2005 for the first Formation Day in conjunction with our monthly member meeting.

Bob James, Maintenance Officer

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First off I'll like to thank Dennis Callahan for the loan of his Fuji LM1 for use in some formation training during the last several weeks. Dennis is a long time member of the VAC and has generously supported the organization with his aircraft and as our recruitment officer during our annual air show.

C47-Work on the right firewall fire detection system has been completed. The accessories from the old engine are being removed and will be sent out for overhaul. They will be used on the replacement left engine (zero SMOH) as the engine we purchased for the right side came with all accessories and they have less than 600 hours of time since their installation. The exhaust manifolds are in process of being transferred to the new left engine.

Several of our crew have been on vacation but all will be back soon so the pace can pick up at that time.

Congratulations to Norm Lindsey who has been nominated and approved by the board of directors to fill the spot of Finance Director after Peiter Lenie resigned from that position. Many thanks to Pieter for his long and dedicated service to our organization.

TBM-The bomb bay door repairs have been completed and the doors have been hung on the fuselage. The remaining work of attaching the piano hinges will continue when Dick Hart returns from a well earned vacation.

Work on the circuit breaker/switch panel is continuing. Jim Owens has done a considerable amount of research on the TBM history and has determined many of the detailed items that will help to make our project an accurate example of it's time period and original configuration.

UTVA-Fuel system work is continuing.

L13-Work on trial fitting the cabin external skin sections is continuing. The right wing repair work will begin in the next week or two.

...JUST FOR FUN...

British Airways flight asks for push back clearance from terminal.

Control Tower replies: "And where is the world's most experienced airline going today without filing a flight plan?"

ARN851: "Halifax Terminal, Nova 851 with you out of 13,000 for 10,000, requesting runway 15."

Halifax Terminal (female): "Nova 851 Halifax, the last time I gave a pilot what he wanted I was on penicillin for three weeks. Expect runway 06."

AIRSHOWS AND EVENTS

ST. PETERSBURG: 3rd Annual Suncoast Airfest, October 8-9, 2005, Albert Whitted Airport (KSPG).

<http://www.awaps.org/mainhome.asp>

DAYTONA BEACH: Embry Riddle Florida Skyfest, October 28-30, 2005, Daytona Beach International Airport (KDAB).

<http://www.floridaskyfest.com/>

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

VOLUNTEER OF THE YEAR

On May 11, 2005, John Kirk, Valiant Air Command member and Tour Guide, was honored at a luncheon at the Hilton Cocoa Beach. The luncheon was sponsored by Brevard County Tourist Development Council and the Brevard County Council of Chambers.

John was chosen to represent the Valiant Air Command as their “Volunteer of the Year.” His dedication as tour guide to so many here at the Museum added to his personality, multi-lingual skills and aviation career has made him an outstanding volunteer! We thank you for your devotion and congratulate you – JOHN KIRK

It all began in 1944 as a rigger apprentice and ended 56 years later. In 1947 John joined the Royal Air Force for pilot training. His initial training in 1948 was in Tiger Moths, with advanced flying in AT6 Harvard. He obtained his “wing” at 19 years old. John spent 51 years in the private sector flying in 19 different countries, forty-one years of helicopter flying with over 22,000 hours logged. A career that began as a rigger apprentice on training airplanes, sent him to moving oil survey equipment in the jungle to Egypt removing mine fields, and to dusting bananas in Jamaica.

In 1959 he married his lovely wife, Carmen, and moved to Australia, via New York and England. Two years later he went to the U.S.A – Bell 47G3B high altitude sling work in California. After 1 year, off to Santa Barbara flying to offshore oil rigs with Bell 47G and J’s. By 1964 off to join Mercury General American doing movie work in Bell 47 and the French Alouette II.

In 1965 “A career move” - England for movie work with the Westland S55 then off to the North Sea with the large Sikorsky S61N (Flying over the North Sea was a bit stressful). The threat of having to move again up to Aberdeen in Scotland helped them to decide to return to the USA.” John worked for S.F.O. airlines for ten years. Flying S61N’s carrying passengers around the Bay area. A “great job” and he thought he could stay there until he was ready to retire. Didn’t work out. In 1976 even after getting out of Chapter 11, they sold up. In the mean time, he had been back to Australia flying S61N’s in Darwin (Off shore oil rigs). He went to Norway flying the S61N back over the North Sea. He had plenty of options in Europe, but not many offers in the states. So they moved the family to England (again).

In 1984 he was head hunted by Aerogulf Services in Dubai United Arab Emirates. He was Contract Manager, Chief Pilot, and Director of Operations. Had to keep flying until he was 65 then retired at 70 as General Manager.

Every Saturday from 10 – 2, John shares his experiences with visitors to the Museum from all over the world. He escorts them throughout the hangars and the memorabilia room giving them a most enjoyable experience while here.



Bob Frazier, Procurement Officer

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We have an offer to paint the recently obtained TA4D (2 place) Skyhawk in the Blue Angels colors if the Team ever had a TA4. I have now confirmed that at least three were assigned to the Team. On this basis Larry Sietsma will donate the funds for cleaners, primer and finish paint. This is exciting and will brighten the hanger.

We have just received a new nose and new tire for the F8U. After a non-productive effort to locate a new tire in the U.S., Larry Sietsma located one in France and had it shipped to the VAC. The wheel/tire was from a recently retired French Navy F8U.

Current efforts include completing a detailed application for renewal of VAC Eligibility to obtain surplus items from the Bureau of Federal Property. As a follow-up program we must complete an inventory and photos of currently held equipment. And include a date for inspection by the U.S. General Service Administration.

C-47 TICO BELLE REPAIR FUND

Donations continue to be received from visitors that are interested in C-47 history. The donation box located in front of the C-47 gives visitors an idea of the effort underway and contributes to the donations. Donations for the month of July totaled \$ 380. This brings the donation grand total to \$ 123,775 including the \$ 10,000.

GIFT SHOP TAKES ON NEW LOOK

The Valiant Air Command Gift Shop got a face lift on the "Fourth of July" weekend. Thanks to Bob Stewart, Roger and Guido who painted our dull white walls to a vibrant "sky blue." The walls look great now with the beautiful tile that Bufkin Tile installed that week.

Jim Towe was kind enough to help with the wiring and Glen Hedden made a new counter for the register area. We appreciated all of Larry's help and equipment while moving.

Thank you to all the volunteers who came and helped move all the merchandise out and then back in. A major "THANK YOU" goes to Crystal and Ginger for getting us through all of this without missing a sale! It was business as usual each day for them.

Come in and visit our new Gift Shop. We have a lot of new items, leather jackets, magnets, post cards and T-shirts. For information on new items, call Crystal or Ginger at 268-1941. They would love to show you around the new gift shop!

L-19 BIRDDOG RECOVERED

A Cessna L-19 Bird Dog was recovered on August 14, 2005 from the bottom of a Minnesota lake, where it had rested beneath 40 feet of water since 1958. The recovery team used a large winch mounted on a pontoon boat to hoist the airplane, then towed it to shore. Divers also found a flight log, parachutes and headphones. The wreck was discovered by accident in July 2004, when fishermen in search of walleye scanned the area with an underwater camera. The Army airplane crashed after the pilot, Capt. Richard P. Carey, reported he was low on fuel and then apparently hit some seagulls and crashed into the lake. Carey was killed and his body was recovered two weeks later, but the aircraft was never found.

Bud Evans, Public Relations Officer

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I thought I had died and gone to Heaven. That was what it felt like to me when, after graduating from the USAF Experimental Test Pilot School at Edwards AFB, California I was assigned to Fighter Test Operations at Wright-Patterson AFB, Ohio. Like everyone in my class (5 other USAF pilots) I wanted to be assigned to Edwards AFB but one of my fellow students had been flying with Fighter Test in Dayton and was ear-marked to stay in Fighter's at Edwards (Mel Apt was later killed testing the X-2 rocket ship and I filled his vacant position in Fighter Test at Edwards) This however happened two years after we graduated and after I had found a real "Pilot Heaven" at Wright-Patterson. My arrival in October of 1954 was probably the best possible time period for a fighter pilot who loved to fly. There was more variety of jet fighters available



for test than there has ever been and I got to fly all of them! (The only USAF jet fighter that was not there was the P-59, our first jet aircraft.) Looking out on the Fighter ramp there were several F-86 A's, E's, F's, D's & H's, F-94A, B's, & C's, F-84E, G, F and RF, F-89D, T-33;s, YF-80C, and F-100A & C models. Most of these aircraft had the general exterior appearance of a standard aircraft but each cockpit panels and switches were different and some had external modifications to accommodate many varied test projects. Try to imagine your wildest dream come true having all of these jet fighters for you to fly. Not only did I get to fly this wide variety of fighters but I flew as many as 5 different types of aircraft in one day, all performing different types of flight tests...

USAF Research and Development Command assigned each of it bases special tests to be conducted on newly produced types of aircraft. Wright-Patterson was responsible for All-weather testing. The F-100 was the newest USAF fighter aircraft in 1954 and was assigned to us for Icing, cold weather, and tropical testing. The main job of the Flight Test Operations was to support the many research laboratories at Wright Field. Those Labs had many varied areas of responsibilities such as electronic systems, flight controls, navigation systems, combat engagement techniques nuclear bomb explosions effects on aircraft in flight, delivery of all modified test aircraft to and from aircraft manufacturers and NASA and aircraft systems developer factories, thunderstorm penetrations for correlation of radar picture and actual storm effects on aircraft, ordnance delivery systems, In flight fighter tow systems etc etc.. No two aircraft in Fighter Test Operations had the same cockpit controls and in many cases had completely different checklists for operating the basic and test systems. That required that each of our pilots had to have a special checkout on each of our

25-35 aircraft that were in test programs at one time! I had flown the F-86A &D, T-33, F-80 A, B, &C, F-89A & C and F-84E jets prior to being assigned to WPAFB. The F-94A and B were pretty much the same but the F-94C was a completely different aircraft. The F-86 E and F were somewhat upgraded "A" models but the "D" & "H" were completely different machines. The first truly super-sonic USAF aircraft was the F-100A. We received the 2nd generation "C" model which was a much modified "A" model having wing landing flaps and larger vertical tail and rudder. Its hard for any pilot to imagine what it was like to get up every morning knowing you were going to fly test flights in several different types of aircraft and also know that is was likely no two of those tests would be the same in the same type aircraft! Prior to each flight the test engineer from whichever Lab had the test equipment in the aircraft you were scheduled to fly, was there to give you a briefing on what data you were suppose to acquire and after you landed you debriefed him on the flight results from the test pilots perspective. Generally there was another test engineer waiting to brief you on his test system on the next flight test you were going to fly. These briefings took some time the first few times you flew a test system but after one or two flights you pretty much knew the systems operation and what data you were trying to produce and the briefings became shorter. This allowed you to fly more flights in a days schedule. Some of the test programs were: F-94A-seat ejection testing (from back seat), glide slope auto-pilot and landing system- F-86E, external drop tank jettison tests most fighters, light weight radar-F-86D, Mig-15 vs F-86F comparative simulated combat, TACAN navigation systems-most models, Fighter aircraft tow systems, All Magnesium YF=80C and many more (Over 100 assigned tests at any one time). Many of our fighters had several tests assigned to it and they would de-activate the systems whose data was being reduced and start up one of the other test systems for data gathering. It reminded me of the early part of the Korean War where we had more targets than we were able to hit on each mission. At Wright-Patterson we had more tests to be flown than we had pilots or aircraft to fly them. The test engineers were always waiting to brief a pilot when you finished de-briefing from a different test flight.

As expected in this type of flying I experienced many exciting and interesting incidents during my first 2 year tour at WPAFB. On the first flight of one particular morning I was checked out in the YRF-84F. It was a normal get acquainted first flight but as we did not waste any flight time on our aircraft I was used as a target for some new aircraft radar system installed in another fighter. Normally I would run through a full stall profile on a "first flight" in an aircraft but I was kept so busy flying special patterns for the radar aircraft that I was too low on fuel to do more than enter the traffic pattern to land. I made the normal over head approach, 180 degree break to downwind and turn to final. I was making the usual tight turn with the stick pressure being held to the aft while lowering the flaps as I rolled out of the turn on final. The nose was in a steep descending attitude with my speed a little higher to allow me to set a normal "Bud Evans" approach flight path. When I attempted to pull the nose slightly up towards the runway threshold it was frozen solid. With 3500psi hydraulic pressure holding it and no response from trim I could see I was going to impact the ground at a spot 1500 feet short of the runway overrun in a distinct nose down attitude! You find time moving in slow motion while your brain and body is at "warp" speed. For lack of any other ideas, I pushed the stick forward- Dumb move?-Well the aircraft responded and the nose dropped further toward the ground but when I pulled aft on it the aircraft responded and I rotated the long nose of that RF to arrive unceremoniously but solidly on the over-run. I guess I began breathing again as I taxied back to the ramp where the check-out pilot and Republic Tech Rep met me. I described the complete incident to them and the Tech Rep indicated that he had never heard of any other RF-84F having had a similar problem. I was a little skeptical of that statement when he brought me a Republic printed three page questionnaires for me to fill out regarding that particular type of failure. I enjoyed the rest of the day flying tests on the F-94C, F-86A and T-33. I probably topped it off with a trip to the club for Happy Hour with some of the test pilots to exchange information, enjoy being alive and looking forward to tomorrows flying. "The possibility of survival depends on the angle of arrival!"

Joshua Payne Recovery Fund

I don't know how many of you will recognize the name, Joshua Payne. He is a young 15 year old whose dreams are very much like many of you readers. His bedroom is filled with aircraft pictures and models. He has books on how to fly an aircraft or become a pilot. Several months ago Josh had his parent bring him to the V.A.C. Museum to see if he could volunteer to help in the museum. He was allowed to help in the restoration hangar and won the hearts of the volunteers that worked there. Every Saturday morning for about five weeks Josh showed up and helped in any way he could. On his 15th birthday the men in the Restoration Hangar had a party for him with a small cake and candles. His parents told me that he could hardly wait for each Saturday to arrive so that he could work around the aircraft that are being restored at the museum.

On May 4th at about 10:15 AM, while inside the landing gear well, the landing gear folded. Josh was squeezed by the gear strut and unable to move or breathe. He was trapped until the workers were able to get a fork lift to raise the aircraft enough to remove him. The rescue squad was there and revived him, took him to a hospital in Titusville and from there a helicopter rushed him to The Arnold Palmer Children's Hospital in Orlando, Florida.

Josh slowly regained consciousness and was transferred to the Sea Pines Rehabilitation Hospital in Melbourne, Florida. As of Tuesday 9 August he is back home and is able to eat and walk. He is still unable to speak more than one word at response to questions. His mother, Sheryl, father, Eddie and sister, Heidi have been with him every minute of the time since the accident. Both parents are adjusting their work schedules so as to allow one of them to be with Josh at all times. He is getting out-patient therapy three times a week with hopes that he can continue his steady recovery progress and return to school in the near future. At this time no one can tell how long this recovery will take, but all of our (and I hope your) prayers are for his full recovery.

We at the Valiant Air Command are setting up a Josh Payne Recovery Fund to help financially in anything the parents need to assist in his treatments and to hopefully have him back where he belongs in his quest to become a pilot!

PLEASE take time to look into your hearts and donate to this wonderful young man and his tremendously supportive family.

Send all donations to:
Valiant Air Command
Attn: The Joshua Payne Recovery Fund
6600 TICO Rd
Titusville, FL 32780

BLUE ANGEL NO. 1, "BUTCH" VORIS, DIES AT 86

Retired Navy Capt. Roy "Butch" Voris, the founder and original flight leader of the Blue Angels precision flying team, died on August 9, 2005 at his home in Monterey, Calif. He was 86. Voris was a flying ace in World War II and shot down eight Japanese fighters. After the war, he was asked to organize a flight team to showcase naval aviation, and on June 15, 1946, he led the Blue Angels and their Grumman F-6F Hellcats in their first public performance, at Jacksonville, Fla. Voris survived a midair collision during a Blue Angels show at Corpus Christi, Texas, in 1952, in which one pilot was killed. Voris brought his plane in despite lack of control and a severed tail.

VAC FALL EVENTS CALENDAR

September 10	Formation Flights
October 8 Saturday	Membership Dinner Happy Hour 5:30 Dinner 6:30 Guest Speaker & slide presentation 7:00 Major USAF, Retired Ed Horn, WWII POW
October 15	2006 Airshow Meeting Kick-off Meeting @ 11:00 with Hangar cook-out to follow!
November 12 - 13	Veterans Day Open House at the Museum Free to Military and Brevard County Residents
November 12 Saturday	Membership Dinner Happy Hour 5:30 Dinner 6:30 Guest Speaker & Photo display 7:00, Mr. Elwood "Pappy" Neener, Pearl Harbor survivor & photographer
December 1	Annual Christmas Decorating Day Thursday 10:30 AM at the Museum and Luncheon
December 10 Saturday	Membership Christmas Party Happy Hour 5:30 Dinner 6:30



Colonel Tim Plunkett's MIG-15 ready for transport from the Spruce Creek Fly-In to the VAC Museum.



Breaking the Sound Barrier

UN- SCRAMBLE

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