



# UN-SCRAMBLE

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

September 2005



Official Bulletin of the Valiant Air Command  
 A 501c(3) Non-Profit Organization  
 Space Coast Regional Airport  
 6600 Tico Road  
 Titusville, Florida 32780-8009  
 Phone: 321-268-1941  
 FAX: 321-269-5969  
 Email: [vacinformation@AOL.com](mailto:vacinformation@AOL.com)

**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.*



In memory of the tragedy

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**EXECUTIVE AND SUPPORT STAFF**

COMMANDER	Lloyd Morris 386-427-1296
EXECUTIVE OFFICER	Harold Larkin 321-453-4072
OPERATIONS OFFICER <i>kenterry@cfl.rr.com</i>	Ken Terry 386-322-5378
MAINTENANCE OFFICER <i>stinsonj@brevard.net</i>	Bob James 321-453-6995
FINANCE OFFICER <i>gayell23@netzero.com</i>	Norm Lindsay 321-267-3622
PERSONNEL OFFICER <i>Vacinformation@AOL.com</i>	Alice Iacuzzo 321-799-4040
TRANS/FACILITY OFFICER	Bob Stewart 321-636-4251
PROCUREMENT OFFICER <i>aircrafttrhf@AOL.cxom</i>	Bob Frazier 561-848-4549
PUBLIC RELATIONS OFFICER <i>NABUEVANS@cfl.rr.com</i>	Bud Evans 321-984-3343
UN-SCRAMBLE EDITOR <i>VAC6600@AOL.com</i>	Bob Cline 386-767-6782

**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 available on the VAC WEB site by the third Wednesday of the month and will be available to you before you receive your mailing.

(<http://www.vacwarbirds.org/>)

All newsletter articles and officer reports are due no later than 5:00 PM on the third Sunday of the month.

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. 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.



## Bob James, Maintenance Officer

321-453-6995

*stinsonj@brevard.net*

C47-Build up of the left engine (on the floor) is continuing. The exhaust manifold has been trial fitted and removed. The inner shield has been obtained and will require the replacement of several fittings. The exhaust "dishpan" is under going some sheet metal repairs to replace damaged sections. Four of the engine accessories (fuel pump, oil pump, hydraulic pump and tach generator) will be delivered from our overhaul vendor and should be installed on the left engine by the time this article is published. Work on verifying the electrical circuits from the right engine nacelle to the cockpit is continuing. Other areas of progress include final elevator trim tab adjustments less tension verification.

TBM-Slow progress on stripping the paint from the fuselage is being made. The prime restriction has been our lack of access to the exterior of the hanger due to other projects being in a state of restricted movement. The right hand bomb bay door piano hinges have been installed and riveted to the fuselage. The left hand bomb bay door piano hinge riveting is in progress.

UTVA-The fuel system is ready for a leak check and engine run-up but when we got ready to move the aircraft we found that the tail wheel tube had cracked in the area of the valve stem. A new tire and tube are on order and should arrive shortly.

L13-Sheet metal work on the cabin panels is continuing. What is needed is some dry weather to allow completed panels to be painted. Work on the right wing has begun with the removal of the top skins and the fuel tank. Ultimately all the skins on both wings will have to be replaced besides numerous stringer repairs/replacements. This will be a long and tedious process. Please remember that this project is for sale with the proceeds to go to the C47 restoration. Contact me if you have any interest in the L13.

## Norm Lindsay, Finance Officer

321-267-3622

*gayel123@netzero.com*

### JOSH PAYNE FUND

Thanks to those that contributed. To date we have collected \$850.00. We realize that there are many demands on your monies with the price of gas to the victims of Katrina. If you could still find it in your heart to donate two, three or five dollars to this worthy cause you would be helping one of our own. Any donation will be greatly appreciated.

Good news for VAC members. A program to offer a 10% discount on PX merchandise to VAC members only will be presented at the BOD meeting on 9/13/05. We expect this measure to pass and if so will offer it immediately. Call Crystal or Ginger at 321-268-1941 for details or to order merchandise. Remember Christmas is right around the corner.

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

**Members & Guests \$13. Please call the VAC for reservations, as space is limited.**

## Alice Iacuzzo, Personnel Officer

321-799-4040

*Vacinformation@AOL.com*

### NEW COLONELS

Mack & Eda	James	Indialantic, FL	Caleb & Jacob	Sparrow	Vero Beach, FL
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### RENEWING COLONELS

William	Bagwell	Merrit Island, FL	Fred & Julie	Johnson	Ocala, FL
James & Patricia	Beil	Titusville, FL	Kandice	Kaufman	Cocoa, FL
Phillip	Blaha	Cape Canaveral, FL	Donald	Leather	Dedham, MA
Ed	Booth J	Jacksonville, FL	Glenn	Legge	Melbourne, FL
Mke & Marie	Conley	Griffin, GA	Pieter	Lenie	Melbourne, Beach, FL
Chuck	Choknis	Deltona, FL	Sam	Lorino Jr.	Cocoa, FL
Terry	Crawford	Ocala, FL	David	Mac Culley	Melbourne, FL
Dorothy	Douglas	Fernandina Beach, FL	David & Michael	Marco	Atlantic Beach, FL
Jesse & Carol	Douthit	Polk City, FL	Andrew & Gloria	Martingano	Daytona Beach, FL
John	Duffy	Sumter, SC	Walter	Ohlrich	Virginia Beach, VA
Tom & Jan	Freeland	Orlando, FL	Mike & Paula	Rellihan	Laurens, SC
Ray	Gage	Daytona Beach, FL	Joseph & Shirley	Reus	Titusville, FL
Walter	Gay	Canandaiqua, NY	Robert	Reynolds	Ponce Inlet, FL
James	Goolsby	Crescent City, FL	Tom	Sharp	Cocoa, FL
"Seb" & Ruth	Haller	Melbourne, FL	Chuck	Sodaro	Paramus, NJ
Ervin & Joanne	Hites	Poughkeepsie, NY			

### 2005 VALIANT AIR COMMAND ELECTIONS

The following change was made September 2000 to the VAC Bylaws:

Article 111 the following Item.

(3) In the event that all positions open for election are uncontested, Ballots shall not be distributed or mailed out to the General Membership, unless there are other changes/propositions to the By-Laws to be voted on by the General Membership.

Accordingly as there have been no letters of intent to run (except by the incumbents) submitted to the VAC by the cut off date of August 15th, 2005, 5:00 PM the Election originally scheduled for October will not be held for the position of Commander, Public Relations, Maintenance Officer. Letters submitted by incumbents, Lloyd Morris Commander; Bob James, Maintenance, Bud Evans, Public Relations.

### CHICAGO'S FINE FOR MEIGS COMES DUE

The FAA last year fined the city of Chicago \$33,000 for its destruction of Meigs Field, and now it is time to pay up. On Aug. 31, the FAA notified the city that the fine is due in 15 days, unless a hearing is requested. The FAA is also investigating whether the city improperly used \$1.5 million in federal funds to demolish the lakefront airport. That money was derived from grants and airline passenger taxes and was supposed to be used for repairs at O'Hare Airport. The FAA could order the city to repay the money or impose penalties of up to \$4.5 million.

**Bob Frazier, Procurement Officer**

561-848-4549

*aircraftrhf@AOL.cxom*

We have confirmed the TA4D's flew in the Blue Angels Team. We have now received a colored picture of one. Will continue to try to obtain more views of the airplane so that we can have an authentic paint finish.

Most of the month has been spent on paper work. We had to renew the loan agreement for the F-101 airplane with the Florida Federal Property Assistance group and then submit an Application for Eligibility. At the same time we had to submit two loan agreements to the USMC for the F8U airplane. In addition we are now required to be Certified by the Marine Museum. This requires providing VAC history, facility, membership and financial data to the Marine Museum. Certifications are now required to obtain loan of equipment from the military.

**C-47 TICO BELLE REPAIR FUND**

Donations continue to be received this month with a very nice donation from Mary McDonough, Mike McDonough's wife. A fitting memorial in Mike's name will be attached to the C-47. Also a significant donation was received from W. Yocum. The August total was \$ 4915 for a grand total of \$ 128,690 including the \$ 10,000 VAC transfer. The working balance is now being used to overhaul engine accessories.

**NTSB REPORT COULD MEAN NEW RULES**

A new NTSB study of weather-related GA aviation accidents could potentially lead to costly and complex regulation, AOPA has warned. "The NTSB study itself helps highlight the need for ongoing pilot training, but some of its conclusions raise serious concerns," said AOPA President Phil Boyer in a news release on Friday. "If the FAA were to implement any of the recommendations, pilots could be faced with burdensome new requirements that might not significantly improve safety." Several of the study's nine recommendations, such as giving flight instructors access to pilots' records, are of concern, AOPA said. "As always, we will work with the FAA to make sure that whatever is done truly benefits pilots and their safety,"

**AVENGER WRECKAGE FOUND IN LAKE**

After a two-year search, a dive team has found the shattered wreck of a TBF-1 Avenger torpedo bomber on the murky bottom of Clear Lake in northern California. The discovery could end 60 years of discomfort for 96-year-old Morton Pinz, whose younger brother Lt. Robert Pinz was flying the plane. The body of radio operator David Herget washed ashore a few days after the crash on Dec. 4, 1944, but the Pinz family was always distressed that the pilot's body was never recovered. The body still hasn't been located but divers may return to the wreck to see if it's there.

**AIRSHOWS AND EVENTS**

PENSACOLA: Blue Angels Homecoming, November 11-13, 2005, Pensacola Naval Air Station (KNPA).  
[http://www.blueangels.navy.mil/staticFiles/static\\_index.html](http://www.blueangels.navy.mil/staticFiles/static_index.html)

STUART: Visiting Nurses Association Airshow, November 12-13, 2005, Witham Field (KSUA)  
<http://www.stuartairshow.com/>

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

## Bud Evans, Public Relations Officer

321-984-4549

NABUEVANS@cfl.rr.com

I am going to write this month's story out of my planned sequence. My plan had been to continue with my Wright-Patterson and Edwards AFB stories of great flying experiences in the USAF Experimental Flight Testing. Instead I thought it more timely to relate some references to last month's article in the Smithsonian Air and Space magazine. This story, I felt, needed to be written while the article was still fresh in my mind and in the minds of those of you who read it. It was a well written documentary of the development of the successful program of the Northrop T-38 "Talon" Super-sonic jet trainer.

Their story starts with references to the N-156F design which The Northrop Company designed to be an easy to maintain and operate twin engine light weight fighter aircraft. At the time, mid 1950's the USAF was buying

2 capable fighters such as the F-104, F-105 and F-106. Northrop's marketing department switched to a supersonic and therefore known need for a training aircraft and their engineering department redirected their focus on using what they had designed in the N-156F to the requirements of a trainer. President Tom Jones, so convinced there was a need for a light weight fighter that he continued with the designing of the fighter using Northrop funding. When the USAF found that the Fighter version was being continued on Northrop funds they put enough money into the program to participate in the testing of the aircraft.



N-156/T-38

and testing mach fighters such as 105 and F-106. marketing known need for a training aircraft their engineering redirected their what they had the N-156F to the requirements. President of so convinced need for a light that he continued designing of the Northrop funding. USAF found that version was being Northrop funds

I was assigned by Fighter Test Operations at Edwards AFB to act as USAF project test pilot and we had three other officers assigned as Project Manager, Test Engineer and Test Maintenance officers. On 29 July 1959 Lew Nelson, Northrop's chief test pilot flew the first flight with me flying safety chase in an F-100. The program schedule was for me to fly with Northrop pilots and fly the test the same as a Northrop pilot flying their test cards throughout the program. Lew was unable to finish the test card as required on the first flight in order for him to collect on his bonus so I relinquished my 2nd flight. I flew the 3rd flight on the Freedom Fighter on 1 August 1959. I was also assigned as no. 2 USAF T-38 test pilot and had a good opportunity to evaluate the differences in the 2 aircraft. The only engines available to be installed in the "Freedom Fighter" were G.E. J-85-1 missile engines which produced less than 1/2 the thrust of the man qualified J-85-5 with after-burner installed in the T-38. Three N-156F's were built during the one year test program. The J-85-5 with afterburners was eventually installed on the aircraft and it proved to be a terrific ground support capable fighter. As the testing was on limited funds each flight attempted to stretch as much data as possible and occasionally that meant reducing the build-up testing to critical and potentially

dangerous conditions were expected. The military did not conduct high risk initial structural and flutter tests however this was an unusual program and I flew the Northrop test cards just as though I was a company pilot. (On an Air Force Captain's pay, which was about \$8,000.00 a year?).

Most of the stories I have written have dealt with the critical positions that I have suddenly had to respond to while flying. I haven't mentioned the times when something catastrophic had a good possibility of happening. It always gave me something to think about but also something to try to prepare a plan for survival. It was my flight that was schedule to eject the 2200lb centerline weapon at 570 knots and 2,000 feet above the ordnance range. The area of real concern was what will happen when the cg of the aircraft instantaneously shifts a full 12% to the aft. It seemed, analytically that it could possibly pull the wings off the aircraft. We didn't know if the stick could be moved forward quickly enough to correct the sudden pitch-up created by the ejection of that heavy bomb from the aircraft which had an all-up weight of 16,500 pounds. If you read my story about the F-104 fire on take-off you will know that I was chasing Lew Nelson on his first flight with the 2200 lb centerline store. He completed the basic test to prove the aircrafts capability to perform satisfactorily with the load. My flight was to finish the rest of the basic performance, stability, flutter and finally structural effects of releasing it at maximum speed. I completed all of the test card data points and steeled myself for the critical test that I had received many engineering possibilities of bad things that could happen at the instant of ejecting the big shape!

It is always important to conduct a test flight so as to complete each data point in a timely manner.

You must plan so that time of each test point is margin to make the essential to accurate data. When I finished the last and ejection point there on anything other than to release point over the was off to my right with a the release in case the entered the dive from reach the 570 Knot at above the high desert have any other thing to aircraft at exactly the point in space to release ready for the most pushed the "pickle aircraft responded with firing of the ejection hard kick in the seat. My was ready for the sudden much to my surprise and from the sudden shift of controlled. There was no control and was easily the stabilator. Just year long test program.

I tried to assist the USAF training



First USAF Flight presentation By Northrop to Capt. N. C. "Bud" Evans Sept. 1956 receiving Northrop award for the 1st USAF flight in N-156F

your fuel remaining at the within a predicted error weight and cg which are that make the results valid. data point prior to the dive was no time to concentrate enter the dive toward the range. My chase aircraft photographer to document aircraft was destroyed. I 15,000 feet altitude to 5,000 MSL (2,000 feet bomb range). You don't focus on except placing the right airspeed, altitude and the large bomb. I was catastrophic reaction as I button". The light weight hard jolt in response to the cartridge's and gave me a hand on the control stick pitch up of the aircraft but relief the "nose up" action CG was gentle and easily excessive tendency to over controlled by trimming another data point in a

Northrop in convincing Command to put the N-

156F wing on the T-38. The wing had leading edge flaps, wing tip tanks/missile rails, under-wing drop tanks/bomb/rocket racks and centerline bomb rack This would give a combat capability to a fine training aircraft and would have added hundreds of fighter capable aircraft to our military in the event of an attack on the United States. (We were in the Cold War mode at the time). Our Training Command leaders were not interested in the small added cost so they ended up with a great trainer but gave up the opportunity of a good tactical trainer/fighter aircraft. My argument was that if the U.S. had been attack we would have supersonic weapons systems available instead of supersonic trainer that could carry 2 people away from the attackers. Obviously I lost and was very happy not to have to serve under any of those Training command Generals.

I was sent to the Lockheed plant in Palmdale, CA with 2 other Fighter Test Pilots. They had extensive F-104 test experience and 1 or 2 flights in the N-156F. I had extensive test experience in both aircraft. A Congressional committee was there along with USAF officers from the Pentagon. We were waiting in an outer office when a high ranking Air Force Officer accompanied by Chuck Yeager came into the room. The Pentagon officer told us that we should be aware that the Air Force position was that the aircraft which we should provide to foreign aid countries was the F-104. The more purchased for those countries would lower the price of the ones bought by the USAF. Col. Chuck Yeager stepped in front of the Pentagon man and told us to ignore everything we had just been told and reminded us that we were test pilots and were not influenced by politics or budgetary matters We were to tell the committee how our experience in both aircraft compared each for operation by 3rd World Air Forces. This was the birth of the F-5 series of fighters flown by countries all over the world.

### **...TFRS EVERYWHERE**

The airspace around New Orleans and the Gulf coast is complicated, crowded and no place for aircraft that don't have a role in the relief effort. That's the clear message being sent by the federal government as the evacuation, rescue and resupply missions escalate. There are new TFR's up for New Orleans and the Mississippi coast and any civilian aircraft operating within them must be in contact with airborne early warning aircraft now patrolling the area. The whole area now falls under the Joint Task Force Katrina Airspace Control Plan, which is a combined effort between the military and FAA to keep planes from hitting each other.

### **NTSB WANTS BETTER WEATHER TRAINING FOR GA PILOTS**

The NTSB yesterday asked the FAA to help improve the GA safety record for weather-related accidents by requiring that all pilots who don't receive weather-related recurrent training address weather issues during the biennial flight review. The BFR should check that pilots can recognize critical weather situations, procure and use aeronautical weather reports and forecasts, determine fuel requirements, and plan for alternatives, the NTSB said. Non-instrument-rated pilots also should demonstrate that they can control the airplane solely by reference to instruments. The safety board also asked the FAA to identify and provide additional support for pilots whose performance indicates increased risk, and to improve its pre-flight weather services.

### **PUT YOUR AIRPLANE ON TELEVISION!**

Wings to Adventure, the exciting new weekly television series on the Outdoor Channel presenting the planes, places, and people of general aviation, is looking for ideas. Maybe it's a great fly-in destination you know about, an interesting aviation story in your area, or maybe you have a plane you'd like to see featured in high-definition video. Doesn't matter if your plane is the latest composite speedster, a classic taildragger, or a solid representative of a trainer. Offer your suggestions for the hottest aviation programming on television by visiting Wings to Adventure's forum area at <http://www.avweb.com/sponsors/outdoor/forums/avflash>.

## AIRCRAFT MECHANIC HUMOR

Pilot: Left inside main tire almost needs replacement.

Mechanic: Almost replaced left inside main tire.

Pilot: Test flight OK, except auto-land very rough.

Mechanic: Auto-land not installed on this aircraft.

Pilot: Something loose in cockpit.

Mechanic: Something tightened in cockpit.

Pilot: Dead bugs on windshield.

Mechanic: Live bugs on back-order.

Pilot: Autopilot in altitude-hold mode produces a 200 feet per minute descent.

Mechanic: Cannot reproduce problem on ground.

Pilot: Evidence of leak on right main landing gear.

Mechanic: Evidence removed.

Pilot: DME volume unbelievably loud.

Mechanic: DME volume set to more believable level.

Pilot: Friction locks cause throttle levers to stick.

Mechanic: That's what they're for.

Pilot: IFF inoperative.

Mechanic: IFF always inoperative in OFF mode.

Pilot: Suspected crack in windshield.

Mechanic: Suspect you're right.

Pilot: Number 3 engine missing.

Mechanic: Engine found on right wing after brief search.

Pilot: Aircraft handles funny.

Mechanic: Aircraft warned to straighten up, fly right, and be serious.

Pilot: Target radar hums.

Mechanic: Reprogrammed target radar with lyrics.

Pilot: Mouse in cockpit.

Mechanic: Cat installed.

Pilot: Noise coming from under instrument panel. Sounds like a midget pounding on something with a hammer.

Mechanic: Took hammer away from midget



**Bob Haas's 1943 Fairchild PT19. Photo taken over Buckingham Airpark, Fort Myers, Florida.**

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6600 Tico Road  
Titusville, Florida 32780-8009**

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