



UN-SCRAMBLE

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

Dec. 2005/Jan. 2006



VAC MUSEUM

Open 7 days a week, 10:00 AM-6:00 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.*



**Merry
Christmas**

**Happy New
Year**



Inside This Issue

<i>Announcements</i>	<i>Page 2</i>
<i>Officer Reports</i>	<i>Pages 3 - 11</i>
<i>Airshow</i>	<i>Page 11</i>
<i>VAC Events</i>	<i>Page 12</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 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.



Harold Larkin, Executive Officer

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WILDCAT: If you are going to do restoration, make sure that tenacity is your strong suite. We started the Grumman Wildcat in 1994 and had a rollout in 2001. When you start restoration, the first thing you do is compile a list of all the parts and equipment that you will need to complete the project. When we transferred the Wildcat to the display hangar, all the items on the list were crossed out except one, a gun sight. During the last week of October, a Grumman Wildcat gun sight arrived from Minnesota, without the mounting bracket. We fabricated a mounting bracket and installed the gun sight in the Wildcat. This completes the restoration project.

PANTHER: The two items required for the Panther arrived, the volt/amp gauge and the Pilot's shoulder harness. Still need the Pilot's oxygen hose. The roll out date for the Panther has been set for January 14, 2006. You all come and see our handy work. The total cost of the Panther restoration was \$23,494.05 and 11,342 Volunteer man-hours.

ME-208: Received the last two parts for the ME-208, The two dicharges for the Left/Right wings at a cost of \$112.46. They have been installed and that completes the restoration of the ME-208. It will be rolled out with the Panther on January 14, 2006.

You all come and show your support! Total cost of the Me-208 restoration \$2,783.46 and 3,230 Volunteer man-hours.

F-5E: The F-5E is coming along nicely aside from installing electrical cables and hydraulic lines that were removed with the center section to facilitate moving the F-5E from St. Augustine to Titusville. Locating the correct access cover for a cavity is time consuming as none of them are marked, plus Northrop Grumman failed to send the necessary attaching hardware which means that we have to buy them at \$13.00 per hundred we will need 600.

TA-4J: We were successful in removing the black paint from inside and outside of the canopy and windshield. They have been buffed out and are looking good. As the TA-4J will be painted in the Blue Angel colors, we have started to buff the slats , leading edge of the intake ducts, stabilizer, vertical fin and the tail end of the fuselage around the tail pipe. They will all be buffed to a natural metal finish. Had our paint supplier mix a quart of the Blue Angel blue to a color photo of the Blue angels. We painted a test coat on the stabilizer and it is a good match.

R-2800: The R-2800 Pratt & Whitney engine that came out of a Grumman F6F Hellcat is ready for paint. We are installing castors on the engine stand and giving it a coat of paint.

HEART PATIENTS TO GET FASTER REISSUANCE FOR MEDICALS

The Federal Air Surgeon has revealed that soon aviation medical examiners (AMEs) will be permitted to reissue third class medical certificates for pilots with cardiovascular conditions, including coronary artery disease, bypass surgery, angioplasty, and stent placement, under the AME Assisted Special Issuance (AASI) program. These conditions are among 15 new ones that will be added to the existing 20 that premiered with the AASI program in 2002. This is another progressive step for the FAA for aviators who must go through the time consuming, and often frustrating, special issuance process each year. Starting in early 2006, they can take the required medical documentation to their AME and have their medical reissued in the office.

Ken Terry, Operations Officer

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The biggest thing that happened during the last month was my attendance at the ICAS Convention in Orlando November 29 through December 4. ICAS has changed since my last visit 14 years ago! I learned a lot that will be of benefit for the VAC for the coming year. One thing that came out loud and clear, the VAC is going to have to become more pro-active – immediately! Times are a changin’ and we gotta change with ‘em or else it ain’t gonna be pretty! The Air Show industry is much more like Hollywood than it is Aviation. The days of a few ‘good ole boys’ displaying their airplanes is over. You have to have a full blown production to break even. (Part of the reason, at least I think so, that our “profit” has been dwindling the last few years.)

I did have a few long conversations with several other 501 (c) 3 Museums, such as ours, and they all had pretty much the same story as we do. That’s the bad news.

Now for the good news. -- No we didn’t get either the Thunderbirds or Blue Angles, but we did find out why not. We are simply too early in the year to be considered. Even the Canadian Snowbirds said they cannot dig out of the snow banks that early. To change our dates would be a major undertaking and must be given lots of consideration. Most of our volunteers plan to depart very quickly after our show to their “other home” – “up north”! So until we research this one very carefully, it is will stay the same as the last 29 years. Well, that was not the good news either, so here goes –

The opportunity exists for us to grow and prosper – big time – with a few minor changes. All of which will fit in very nicely with our primary mission. But what is needed is people! Far too few are trying to carry the entire load. Most of them have been around for a long time and are, frankly – getting tired. They need help! So for those of you who have thought about it – now is the time – get involved – volunteer. And we can make it happen! OK, off the soap box before I run out room. Lots more on that issue later.

There will be no formation clinic immediately before the Air Show 2006. All qualifications must be completed prior to the Air Show. We have a clinic scheduled for January 6, 7, 8, and 9. Then again February 3, 4, and 5. In addition, several of us are planning a trip to Waycross, GA., again this year to participate in the Red Star Pilots Formation Bash on January 21, 22, and 23. So there will be ample opportunity to get or requalify for that patch.

I saw a couple of the Red Baron Pizza pilot’s very briefly and they are looking forward to being in Titusville in March rather than Minnesota!

The Pratt & Whitney Open House went great. We had a total of nine (9) airplanes. And I personally had a very memorable experience with an F-15 – no I didn’t get to fly it – but I did get “up close and personal” – and the only thing I can say is WOW! Ask me about it. Bob Frazier worked very hard in setting this up and did a great job. The people at Pratt are fantastic! We did a fly-by over the Museum on the way down and back that worked out pretty good, too.

I am also very sad to report that we participated in a fly-by in memory of Chuck O’Connor on the 26th. Chuck was a former Air Force F-86 driver and one super dude, gonna miss you Chuck! He also drove the “Gene Machine” for Gene McNeely of the Aeroshell Aerobatic Team.

Addendum to Operations Report for Un-Scramble per Lloyd Morris, Commander

The re-imburement scheme for 2006 will be changed slightly. In order to “get the money out faster” and “try to get a handle on the expenses this year” the major change will go like this: You, the pilots/owners,

Addendum to Operations Report for Un-Scramble per Lloyd Morris, Commander

The re-imbusement scheme for 2006 will be changed slightly. In order to “get the money out faster” and “try to get a handle on the expenses this year” the major change will go like this: You, the pilots/owners, tell us how much it will cost us to get your airplane and crew to appear at TICO All Warbird Air Show. If we can afford you, you will receive an “approved to appear form or letter.” If you do not receive approval, IN ADVANCE, you are still welcome to come to TICO and even fly at TICO, BUT it will be at your expense. Then if you are there for the entire Air Show, a check will be mailed for the mutually agreed upon sum within two weeks.

If you show up without the “approved to appear form or letter”, you MAY POSSIBLY still get reimbursed for some or POSSIBLY all (yea, right!) of your expenses. BUT,

1. It will take the normal three to four months to receive any money, IF YOU RECEIVE ANY AT ALL!
2. The amount will be entirely dependent upon the final accounting and distribution of ALL Air Show money. Either way, as always you will be responsible for all charges at TICO. And keep in mind, the VAC is a 501 (c) 3 IRS approved Organization and ANY un-reimbursed expenses incurred during your trip here and back, and while at the Air Show could result in a tax deduction for you. We have many members who take advantage of this every year.

Because of increased fuel costs, and all the attendant spin-offs from that, we have no idea how high the expenses will go this year. The TCIO Airport Authority was not very kind to us for Air Show 2005 and is making all kinds of “funny noises” about 2006 as of this writing. Your Board of Directors is really searching for some relief from the rising cost of sponsoring the Air Show. The Air Show’s contribution to the VAC coffers in the past has now become a liability rather than an asset. We had already set our prices to the public so there was no chance of raising them, even higher than we did, after we got hit with the Authority’s huge proposed increase for 2006. One of the major factors we try to keep in mind when setting the price for the coming year is to keep the ticket prices at a level that will attract more people and not price some folks off the field. After all, the VAC’s Mission is to “find, restore, preserve, and DISPLAY” military artifacts for the BENEFIT of the public. But we have to make enough money to keep the doors open and pay you guys for showing up and flying.

Your Commander Lloyd Morris is working daily (many long hours, I know – I gotta listen to him) with the Authority to come to some kind of resolution before too much longer. But – time is of the essence – plans have to be made – volunteers are getting harder and harder to come by – much work has to be done in a short period – if we are to have an Air Show. So this was the best idea your Board of Directors could come up with to try and get as many airplanes at the Air Show as possible and still not put the VAC into bankruptcy. Keep one thing in mind -- when “Joe” tells you that “Charlie” got three times what he did to bring the same airplane ----- “Charlie” and “Joe” both have a different TAX situation than you do! Some guys CAN simply afford to donate more than others and are willing to do so! That does not make them a bad person! So lighten up a little! We all do what we can and together we’ll make it work! Don’t try to compare apples and oranges – it don’t work that way! Now for you guys that take offense to this paragraph – I am sorry – but it’s a fact – mon! This year it is more important than ever to get those registrations in early!

The media day luncheon at New Smyrna Beach Airport – Gumbos – is on in 2006. Not only is the Cajun food good, but the “normal” chow is excellent also! Gumbos is in the old Skyline building on the airport facing US 1. We had a good crowd last year, let’s make it even better this year! It will be on Thursday March 9.

Nameless 747 jock: "Ground, can you confirm that a '400 will fit between these two lamposts?"

ATC: "Yip, absolutely, no shadow of a doubt, definitely will."

... pause ...

ATC: "Assuming you are on the centerline....."

Alice Iacuzzo, Personnel Officer

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NEW COLONELS

Thomas & Judy Cain	Cocoa	FL	George & Wanda Irwin	Cocoa	FL
David Canetti	Ormond Beach	FL	Robert Jones	Merritt Island	FL
Jean Felton	Port St. John	FL	Nancy Mary McDonough	Endicott	NY
Joe & Pat Hall	Palm Bay	FL	Harry & Jacqueline Shockey	Rockledge	FL
Cynthia Jo Malinda Irwin	Cocoa	FL	Robert & Pat Woods	Titusville	FL

RENEWING COLONELS

Ray & Dorothy Adams	Payson	AZ	Joe & Bea Morales	Merritt Island	FL
Donald & Nancy Bailey	Kimberton	PA	Jack Myer	Wichita Falls	TX
Jim Buckley	Fayetteville	GA	Dan & Barbara Nettuno	Titusville	FL
Thomas Camman	Lake Mary	FL	Harry & John Osbun	Edgewater	FL
Dick Childs	Colchester	VT	Bob & RoseMarie Owler	Titusville	FL
Charles Clements	East Palatka	FL	Francis Paciello	Carson City	NV
Earle Compton	Glen Mills	PA	Fran Paika Jr.	Sparks	NV
Timothy & Kuan Connell	Jupiter	FL	Thomas Phillips	Pocono Lake	PA
Barry & Sandra Cropp	Eustis	FL	Tim & Regan Plunkett	Port Orange	FL
Bob & Nora Dale	Ocala	FL	Donald Riggle	Titusville	FL
George & Ruth Damoff	Titusville	FL	John Ringland	Cape Coral	FL
Kelly Davidson	Tequesta	FL	Ken & Linda Roberts	Spring Hill	FL
Robert & Robert Sr. Davis	Powder Springs	GA	Thomas (Bobbie) Scamfer	Titusville	FL
Peter Diaz	Melbourne	FL	Fred & Sheila Schlafly	Miami	FL
Robert Foley	Oviedo	FL	Richard Schwartz	Palm Beach Gardens	FL
Dick & Marilyn Foote	New Smyrna Bch	FL	Carson & Cindy Schaffer	Christmas	FL
Herman Harris	Melbourne	FL	Kevin & Carla Simmons	Melbourne	FL
Crystal & Glen Hedden	Titusville	FL	Tom Smith	Sarasota	FL
Barry & Scott Holm	Vero Beach	FL	Morris & Sara Strauss	Charlton	NY
Kevin House	Palm Beach Gardens	FL	Albert & Al Tarter	Oviedo	FL
Don Hussey	North Palm Beach	FL	Norman & Glenn Taylor	Sumter	SC
Luc Joly	Sag Harbor	NY	Fred & Barbara Telling	Woodcliff Lake	NJ
George & Zee Keeler	Middleburg	FL	James Tobul	Bamberg	SC
E.J. Kendall	Titusville	FL	Jerry & Deborah Trachtman	Merritt Island	FL
Charles & Vivian Kittell	Orange Park	FL	Robert Tullius	Sebring	FL
"Buzz" Krauss	Crescent	GA	Don & David Tyree	Valdosta	GA
Dennis Labbe	Ft. Myers	FL	Paul Vasconi	Palm Bay	FL
Cecil & Jeannine Lee	Alma	GA	Walter Wagner	Titusville	FL
Joe D. Matheny	Titusville	FL	Bob Wall	Ocala	FL
Dave Mathis	Longwood	FL	Jim Weldon	Port Orange	FL
Harry McNamara	Titusville	FL	Dan & Bonnie Williams	Ft. Myers	FL
John Miller	Newburgh	ME	Cosmo Wilson	Deltona	FL
Sharon Mitchell	Bay City	MI	Milo & Deb Zonka	Palm Bay	FL

Bob Frazier, Procurement Officer

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Sikorsky S-55/H19---Helicopter is being dismantled for shipment to VAC.

Inventory for Navy Museum---Complete inventory of all items on loan from the Navy is underway.

TA-4 Airplane---We are trying to locate wing drop tanks and decals as used by the Blue Angels on their earlier TA-4s.

2006 Air Show Auction---Planning is now underway to develop an exciting Auction night. (see below)

AIR SHOW AUCTION

For this years annual Friday night affair we are working toward an evening of auctioneering, entertaining auctioneer, B-Q dinner and drinks of your choice. We may work in a raffle and a book sale. We have a good collection of aviation books. And who knows what else.

C-47 TICO BELLE REPAIRE FUND

Donations continue to be received, but slowed a little in Oct/Nov to \$ 225. This gives us a grand total of \$ 129,494. The sale of original pieces of C-47 skin and memorabilia cards of the C-47's history continues to help.



Bud Evans, Public Relations Officer

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Safety Chase Flights Aviating with Evans



During my time at Edwards AFB one of the most demanding and least recognized jobs of the Edwards AFB Fighter Test Operation's pilots was that of performing "Safety Chase" flights. The purpose was to provide an extra pair of expert eyes to observe a high risk experimental test flight. This requires the chase pilot to fly on the wing or close proximity to the aircraft that was performing a "High Risk Test Flight". We flew safety these chase flights on Air Force, Contractor or NACA (NASA) critical test flights. We also flew chase all of the flights on the "X" type aircraft. Most of the flights required 3 chase aircraft during the time I was there. (1956 -1963) I personally flew many of those chase flights and flew in all three positions.

If you were to analyze the flying hours of all fighter test pilots at Edwards during those days you would find that the number of support (Chase) flights were greater than the number of the actual experimental test flights. Not to lower the risk involved in the testing of new aircraft but the demands on the chase flights is much under rated. The basic reason for assigning experienced test pilots to fly in close proximity to an aircraft that is involved in a flight test is that we were trained to understand the purpose of the particular data that was expected by the test aircraft. In the unfortunate event that the test aircraft suffers a catastrophic failure while achieving the critical data point, we would be capable of giving an educated aerodynamic description of what happened.

One of the chase jobs I really enjoyed was that of flying any one of the 3 positions on the "X" rocket aircraft missions. The No.1 position was that of close chase at launch which required the chase pilot to fly close to the "X" aircraft's Mother-ship, (B-29, B-50 or B-52) and the chase pilot's job was to observe the rocket ship for anything that was not normal prior to and during initial flight after being dropped from mother ship. In the case of the B-29 and B-50 mother ship, in which the "X" aircraft was carried in the belly prior to launch, it was not possible for the engineers to observe the signs of any leakage or proper venting when the rocket fuel tanks were completely filled. It became part of the close chase pilot's responsibility to report all of those observations to the Mother ship.

The "Close" chase pilot should have flown one or more photo chase flights before being assigned this responsibility. The "Photo" chase was flown in any two place aircraft that was capable of staying with the Mother-ship up to and including the launch of the "X" aircraft.

The Primary Chase was generally flown using the F-104 Star-fighter. This job required real timing and could only be done accurately when the countdown and launch of the "X" aircraft was un-interrupted. As primary chase you started your run-in at 4-5 miles behind the gaggle of aircraft. You stroked the burner your goal was timing the launch so as to have the drop and engine start of the "X" aircraft while still in front of you. Keeping clear of the photo and close chase aircraft you passed the "X" aircraft while you were approaching Mach-II. The perfect profile was for you to be stabilized at Mach-II when the rocket ship caught up and accelerated past you. Most of my chase flights were with the X-15, although I had several with the X-1E and the DD-558.

Your job as "high speed chase" really takes on a demanding effort as you have to place all of your attention on keeping the rocket ship in sight as it climbs up into the dark blue sky. This is easy as long as its engine was still burning leaving a trail of white smoke and contrail. Your most difficult task was to glance occasionally at your instrument panel so as not to exceed the engine front frame temperature or 50,000 feet altitude. Once the rocket motor burns out the rocket ship is just a tiny spot against the very dark sky. It was surprising that the X-15 being painted all dull black in color appeared silver when contrasted against the deep blue sky. By this time you come out of after-burner but you don't dare look at anything but the tiny speck that is your responsibility. You must join up with him and help guide him back to the lake bed landing. Flight test radar tries to keep track of both of you and is some help if you lose sight but the X aircraft usually is descending so fast that their directions are not much help. For that reason you do everything possible not to lose sight of him. Once you have solid visual contact with your "target" it gives you the first opportunity to check your own instruments for any anomalies. Many of our early chase flight with the F-104 were made while the "Star Fighter" was still in "Test Status"! Fuel level was also a very real concern as you were normally in A/B for a long time which consumed a great deal of fuel.

As soon as you joined up on the wing of the test aircraft and assessed your position to the lake bed runway your task was to check over the rocket aircraft for any unusual signs of damage. This was accomplished while he was heading rapidly towards the lake bed and his aimed landing spot. You had to fly completely around the aircraft and then read off airspeeds and altitudes while checking your headings and making sure you are on a proper pattern to make the landing area. At about 5,000 feet you begin to call out altitudes and when you slow to 225 knots airspeed you drop your landing gear. Then at 100 feet you begin to call out speeds and altitudes. You confirm gear or skids extended and then call altitudes above the ground such as 25 feet, 10feet 5, 4, 3,2,1. Usually you actually touched down before the "X" aircraft but you never looked at your landing position and you knew you were on the ground when you felt the touchdown. As soon as the "X" machine was safely on the ground you once again took control of your aircraft and climbed back into the air, made a tight pattern and landed on the main base runway.

Chase flights were not routine flights and were responsible for a number of accidents and deaths of experienced USAF test pilots. Most notable but certainly not the only good pilot lost was Capt. Ivan Kinchloe, Korean War Fighter Ace. I was scheduled to fly chase on a Lockheed F-104 on a Saturday morning. There

were two chase flights scheduled on that Saturday morning, both with our F-104's chasing Lockheed F-104's. My flight had been briefed late on Friday afternoon so that I could get off early on Saturday morning with only having to do anything but co-ordinate the take-off time, join-up altitude and location.

I had joined a group of our pilots at the club for our usual "Friday Night Happy Hour" when Kinchloe showed up. He had just arrived back from an evaluation trip to Europe flying some of the Western European newest fighters. He asked our Chief of Flight Test if he could take one of the 2 scheduled Saturday morning flights and was told to take the one scheduled for the other pilot who was assigned to the second chase mission.

I arrived at operations just shortly after daylight and Ivan was only a few minutes behind me. I suggested he take a nap on the couch in operations while I took the first flight and I told him I would call him on the radio to let him know when I was on my way back to Edwards to land. (We were required to have a test pilot standing by on the ground radio whenever a flight test aircraft was in the air). My mission required that I take-off and climb in afterburner to 35,000 feet. I picked up the contrail of the test F-104 and was on his wing as we leveled at 35,000 ft., stayed with him out to mach-II where he performed his test data point, then returned to land at Lockheed's plant at Palmdale, California, about 45 miles from Edwards. I stayed on his wing until he touched down then headed back to Edwards. I called test ops and told Kinchloe that I was on my way back and that he could, head out to his F-104 for his chase flight.

After landing I taxied back to our ramp area and parked next to the aircraft that "Kinch" was climbing into. By the time I filled out my post-flight paperwork and climbed out of the cockpit we saluted each other as he taxied out.

Throughout our lives, particularly those of us who spent many years working in hazardous professions, we can look back at times when "Fate" has selected someone else to pay the ultimate sacrifice when it could so easily have been you.

There are many interesting events that occurred to me while flying chase on other test missions and have been very happy to have one of my fellow test pilots flying safety chase on me when unexpected things occurred to my aircraft. I believe I could write an entire book just on the exciting things that have occurred to me while flying "Chase" missions. It is a serious and often overlooked part of "Experimental Flight Testing"!

Public Relations----December 2005

January 14th brings another big event at the Museum when the Grumman Gremlins and friends conduct a "Roll-out" of two of their latest super efforts. Hal Larkin's troops have completed the restoration of both the F-9F-5 "Phantom and the Messerschmitt ME-208. Ann James will have the celebration set-up in her usual efficient and enjoyable way. The party begins promptly at 1300 (1:00PM to you civilians). Call (321) 268-1941 for more details.

It's that time of the year that we remind all of you loyal members that we need your help in preparing and supporting your Air Show! As of this date we have a firm commitment from the "Red Baron" acrobatic demonstration team and a very good chance that we will have one or more of the F-104 "Starfighters" flying in the show. Our Operations and Maintenance Directors plus Commander Morris are working hard to make your attendance at the show more enjoyable. Come join all of our pilots who are bringing their prized warbird's to the 29th annual Valiant Air Command show on the 2nd weekend in March, 2006. There are many of us working to make this next show one of the best ever. You members make it happen and many of our members are already working hard to make this next show a big success. Every year we approach the show using our member's "Seed Money" and volunteer help doing all of the many jobs required to run the show. Pilots please get motivated early this year and send your paperwork in to Ken and Alice so that we can provide all of the best support for you.

Bob James, Maintenance Officer

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C47-The left engine build up is continuing. The exhaust manifold installation is completed. The magneto harness has been electrically connected and the shower of sparks junction box. All of the accessories have been overhauled with the exception of the generator and the starter (we have a starter that has less than 28 hours since the last overhaul). The pitot tubes have been installed and the heaters electrically checked. The wiring for the pitot heaters has been tied into their respective termination points in the electrical conduit run.

TBM-Several more aluminum panel skins have been replaced in the fuselage aft of the rear door. This completes the skin replacement on the fuselage. Skin repairs have started on the inboard flaps. Other skin repairs will be required on the out board section of the wing in the mating area of the aft trailing edges on both the right and left sides. The hydraulic lines for the bomb bay have been fabricated, installed and the system leak checked to operation pressure (1,200 psig) with no leaks. The bomb bay doors have been cycled open and closed over a dozen times. The actuation cylinders have been adjusted and final fit ups have been completed; however the bomb bay hydraulic tubing has not been connected to the main system at this time. The covering of the cockpit is continuing in preparation for continuing paint removal operations.

L13-Fabrication of the engine cowling and fuselage panels is continuing. Work on the left wing has been deferred due to the effort on the TBM's skin repairs.

UTVA-Work on the fuel pump and system is continuing. A test setup to allow adjusting the pressure and flow of a ground test pump is in work.

AIRSHOW SEED MONEY

The Valiant Air Command ask the members to help get the Airshow off the ground with Seed Money. There are many items to cover before the show that require money. This is where the seed money comes in. The Seed Money checks are the first checks to be returned to everyone. We Appreciate your help.

LOANS

Bill Dillard Melbourne FL \$5000
Hal Larkin Merritt Isl FL \$500
Art Niergarth Melbourne FL \$500

Alice/Colleen Iacuzzo Cocoa Bch FL \$1000
Bob James Merritt Isl FL \$1000

SPONSORSHIPS

Bob Tullius Sebring, FL \$45.00
Dave Mathis Longwood, FL \$45.00
Dick Childs Colchester, VT \$45.00
Harry McNamara Titusville, FL \$45.00
Pat Sammon Panama City, FL \$45.00
Rob & Beth Valentine Orlando, FL \$45.00
Kuan & Timothy Connell Jupiter, FL \$45.00
Mike Osbun Edgewater, FL \$45.00

Ed Copeland Melbourne, FL \$45.00
Don Hussey N Palm Bch, FL \$45.00
Sandra & Barry Cropp Eustis, FL \$90.00
Edward & Muriel Claydon Cape Canaveral, FL \$45.00
Guy & Sheryl Williams Carson City, NV \$45.00
Bob & Nora Dale Ocala, FL \$45.00
Harry Osbun Edgewater, FL \$45.00

Sponsorship forms have been sent out...Remember you will receive two tickets to the airshow and flightline as soon as they come in. All your help with the Seed Money, Sponsorships, Advance tickets and Early renewal of Memberships is appreciated.

SCHEDULED EVENTS FOR 2006

AIRSHOW MEETING 2006	January 7, 2006 - 1 PM
Rollout Party - Panther & Messerschmitt	January 14, 2006 - 1 PM
AIRSHOW MEETING 2006	February 11, 2006 - 1 PM
AIRSHOW MEETING 2006	February 25, 2006 - 1 PM
AIRSHOW MEETING 2006	March 4, 2006 - 1 PM



Valiant Air Command
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 Titusville, Florida 32780-8009

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