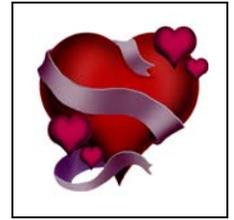




UN - SCRAMBLE



Official Bulletin of the Valiant Air Command

February 2007

VALIANT AIR COMMAND

Dedicated to restoring military aircraft

A 501c(3) Non-Profit Organization

6600 Tico Road

Titusville, Florida 32780-8009

Phone: 321-268-1941

FAX: 321-268-5969

Email: vacwarbirds@bellsouth.net

Website: www.vacwarbirds.org

VAC Warbird Museum & Gift Shop

Open 7 days a week, 9:00 AM-5:00 PM

except the day of

Thanksgiving, Christmas & New Years

Admission

Adults \$12.00 Seniors/Military \$10.00

Children 5-12 years \$5.00

Special Tour & Family Rates available

FROM THE FRONT COUNTER/GIFT SHOP

Ginger, Crystal & Sandy

Happy Valentine's Day!!

We now have Airshow tickets on sale!

Advance: Adult - 12.00 Child 8.00

Gate: Adult - 15.00 Child 10.00

Senior Tickets at Gate on FRIDAY ONLY-12.00,

Saturday & Sunday - 15.00

We have leather jackets. Collectible banks.

Nice Franklin Mint Airplanes.

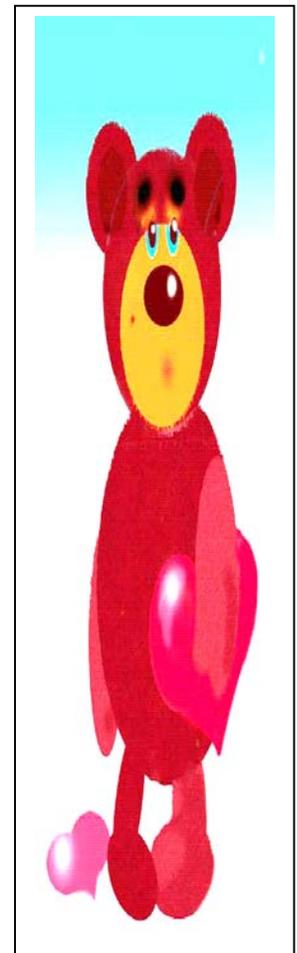
Military signs, banners and license plates

Pewter letter openers

Starting in June 2007 you will be able to shop on our Web Site.

Enjoy the Warbird Airshow.

Have a great year!



SAMURAI AUCTION FEVER



Friday Night, March 16th, VAC Museum!!

Due to circumstances beyond our control,
We announce the return of the Samurai Auctioneer, and his crew!!

The Fun, The Bikini Girls, Great Collector Items, Plane Junk, Even the raffle is Back!!
Auction portion starts at 7:00 P.M. !!

We accept Charge Cards, Checks, Cash or arranged payment..as always,
no livestock trades allowed.

SEE YOU THERE!!

NEXT BOARD MEETING



Days: February 13, 2007

Time: 12:00 Noon

Place: VAC Board Room

HOW WOULD YOU LIKE YOUR UN-SCRAMBLE?



OR



We would like to know if you would like to receive your newsletter by email.

If you would, then send us an email. As always a copy will be available on our website.

www.vacwarbirds.org

ADDRESS CHANGES



Please remember to notify the Office when you are going to be Temporarily away, or if you move.

The post office will not forward your newsletter. They charge us a substantial fee for returning it.

VALIANT AIR COMMAND 2007 AIRSHOW

Mark your calendars for the 2007 Airshow dates

March 16, 17, and 18th, 2007

Advance ticket sales- call 321-268-1942

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.

UNSCRAMBLE EXECUTIVE AND SUPPORT STAFF

COMMANDER-----Lloyd Morris-----386-427-1296

EXECUTIVE OFFICER-----Harold Larkin-----321-453-4072

OPERATIONS OFFICER-----Ken Terry-----386-322-5378

kenterry@cfl.rr.com

MAINTENANCE OFFICER-----Bob James-----321-453-6995

stinsonj@brevard.net

FINANCE OFFICER-----Marilyn Bettencourt-----321-269-3352

vacfinance@bellsouth.net

PERSONNEL OFFICER-----Bob Boswell-----321-268-1941

FACILITY OFFICER-----Norm Lindsay-----321-268-1941

PROCUREMENT OFFICER-----Bob Frazier-----561-848-4549

aircraftrhf@aol.com

PUBLIC RELATIONS OFFICER----Bud Evans-----321-984-3343

nabuevans@cfl.rr.com

EVENTS COORDINATOR-----Ann James-----321-453-6995

stinsonj@brevard.net

AIRSHOW VOLUNTEERS NEEDED

We sure could use your help on Thursday before the airshow. Thursday, 15 March 2007 is one of the busiest on the field, setting up chairs, tables, hanging banners, etc. Pizza at 12:00 on the field. Please come, bring a friend and give us a hand.

VOLUNTEER WORKER PASSES

Also, volunteer leaders or individuals, please call or stop by the VAC office to pick up the hold harmless forms and passes for your area volunteers. The office staff has everything ready – let's do it early!

We really appreciate your help on these items!!!! Look forward to seeing you at the Museum and airshow!

2007 AIRSHOW ADDED ATTRACTION

There is an added attraction to this year's airshow at no additional cost. Approx. 50 plus antique, classic and custom autos will be featured in the area behind the C-47. If well received, this could grow and become a feature in future TICO Warbird Airshows.

AIRSHOW POSTERS

Posters are in and ready for distribution. You can help make the Airshow a greater success by spreading posters around your neighborhood.

Everyone has favorite places they do business. Your barber/hairdresser, gas station or grocer are all fertile spots for Airshow Posters. Condo/apartment bulletin boards are good places. Those who have four-door cars can put posters in rear windows.

Be sure to get permission for posters and take along a roll of tape. For business windows, use back-to-back posters for visibility inside and out. Your personal advertising is best.

Posters are now available in the Museum Gift Shop. If you need them mailed, call (321) 268-1941. THANKS FOR YOUR HELP!

MUSEUM TICKETS FOR YOUR FRIENDS

VAC members have free admission to the Museum year round, but we'd like to recruit your neighbors and friends. The coupon below is to encourage others to visit the museum by taking advantage of the two-for-one offer. Please clip it out and give it to your friends. The Museum is rapidly running out of space, and additional attendance will help the VAC expand facilities.

**WARBIRD AIR MUSEUM
BUY 1 ADMISSION GET 1 FREE
6600 TICO ROAD
TITUSVILLE, FL 32780
321-268-1941
WITH THIS COUPON**



2007 Airshow Evening Events Schedule and Events Ticket Order Form

All events must have reservations. **Please order/purchase tickets by March 8th!!!**
Call: (321) 268-1941 or Fax: (321) 268-5969 or purchase tickets at VAC Museum PX Shop
or mail order form (below) to: Melissa McDonald, VAC, 6600 Tico Road, Titusville, FL 32780

Friday, 16 March
AUCTION NIGHT!

*A great time to visit with
your friends and
enjoy our Famous Auction.*

Happy Hour: 4:00 to 6:00
(2-for-1 specials 4:00-5:00 only)

Dinner Served: 6:00 to 7:30

Auction: 7:00

Cost: FREE for members with membership card!
Guests \$10

Saturday, 17 March

*Special Guest Speaker
Army Colonel Danny McKnight, Retired
His Army team was the basis for the
famous book & movie,
"Black Hawk Down"*

Happy Hour: 5:00

Dinner Served: 6:00-7:30

Cost: \$17



Both nights are casual dress/dirty flight suits/or theme clothes. Cash Bar available.
PLEASE RSVP! (even for the free dinner) We need headcounts to order proper amount of food.

2007 Airshow Dinners Reservation

Please RSVP by March 8th!!!

Name (s): _____

Address: _____

Telephone Number: (_____) _____ E-mail: _____

Friday Night

I/we need: _____ VAC Member Meals @ free = \$0

_____ Non-member Meals @ \$10 = _____

Saturday Night

I/we need: _____ Member/guest meals @17 = _____

_____ Enclosed is my personal check in amount of \$ _____

_____ Please charge my credit card for a total of \$ _____

My credit card number is: _____ Expires _____

Please DO NOT include the dinner ticket payments with any other payments you are making to the VAC!

Mail reservation form to: VAC Airshow Dinners 6600 Tico Road Titusville, FL 32780

AIRSHOW DINNER EVENTS -- HAPPY ST. PATRICK'S DAY

Are you ready for a wee bit o' fun? This years' dinners at the museum are sure to be filled with lots O' shenanigans!

Our theme for both nights is, of course...Happy St. Patrick's Day!! Yes, I am aware that it's supposed to be ONE day, but we can't fit this much fun into one night, so we'll celebrate the holiday both evenings. Since flight suits are typically green, they are perfect to wear. If you prefer you could wear something else casual. Any man who shows up wearing a true Irish kilt receives a very special prize!! C'mon and show off those legs! Obviously you are invited to wear anything-green...clothes, hats, beads, shoes, hair, (okay, if you arrive with green hair you might receive a special prize also). Everyone will want to bring cameras to get photos of friends dressed like leprechauns!

Friday evening we'll have our famous AUCTION at 7:00. We have sooooo much to auction this year that we will start a wee bit earlier than usual. We will open the doors at 4:00 for happy hour, which gives you an extra hour to peruse the items up for auction. To help make this more fun, we will have twofers at the bar from 4 to 5! Yes, you get two drinks for the price of one for the first hour only. Better get here fast! Dinner will be served at 6:00 and ends when the food runs out, or by 7:30, whichever comes first. This is sure to be the best auction we've ever had, so don't forget to bring lots of checks and maybe a credit card or two. Dinner is free for members with a valid ID card, and \$10 for non-members. Although you need not pay to enter, PLEASE be sure to RSVP! If you don't, we can't tell the caterer how much food to prepare. Also, please consider helping the VAC cover the cost of the meals, by giving a nice donation upon entry. We'll have donation cans available that night at the door and at the buffet. **NOTE: If you received a flyer for the dinners in your pilot registration packet, please note that the time for Friday's dinner and auction have changed! The information in this un-Scramble is correct.**

On Saturday evening we will be honored with a presentation by Colonel Danny McKnight, Army retired. Col. McKnight's army team's experience in Somalia was the basis for the famous book "Blackhawk Down". You won't want to miss this engaging speech!

After Colonel McKnight's speech we will play some Celtic music and dance-up a jig! Dinner will be \$17 per person. Happy hour for Saturday returns to the usual 5:00. Dinner will be served starting at 6:00 to 7:30.

We are asking for all RSVP's to be made no later than March 8th, so we can get our numbers to the caterers. To make your reservations for the dinners, please fill out the form and mail to:

VAC - Airshow Dinners
6600 Tico Road
Titusville, FL 32780

DO NOT include the meal purchases in other checks!

Looking forward to seeing you at the Airshow Dinners! ~

Melissa McDonald, Airshow Dinner Co-coordinator



IMPORTANT

RETURN TO:

^ **TICO WARBIRD AIRSHOW, Inc.** ^
 Tico Airshow 2007
 6600 Tico Road
 Titusville, FL 32780
 Ph (321) 268-1941 Fax (321) 268-5969
 Email: vacwarbirds@bellsouth.org

VOLUNTEER REGISTRATION FORM - TICO AIRSHOW 2007

Name: _____

Phone: _____

Address: _____

Email: _____

Schedules are 8 am to 1 pm, or 1 pm to 5 pm. (Please indicate your preference)

	<u>Date</u>	<u>Time</u>		<u>Date</u>	<u>Time</u>
Grounds, 3/12-			Finance		
3/15			Public Relations		
Transportation			Poster		
Drivers			A/S Advertising		
F/L Ticket Taker 8am - 12 noon			Tours		
Beer Tent <i>Bales</i> PX					
Sales			Military		
Gate Tickets 8am - 3pm			Program Sales		
F/L Safety			Social Activities		
Flightline VAC			F/L Historians		
Security			Office Telephone		
Maintenance A/C			Sponsorships		
Sign Painting (Before Show)					



VALIANT AIR COMMAND, Inc. Phone (321) 268-1941
 6600 TICO Rd. Titusville, FL 32780 Fax (321) 268-5969

TICO WARBIRD AIR SHOW 2007

PILOT REGISTRATION

PLEASE PRINT CLEARLY IF YOU MAIL IN

All information herein will be used for the purpose of the Air Show ONLY and will not be distributed.

Name _____ Address _____ City _____ State _____ Zip _____

Home(____) _____ Work(____) _____ Cell(____) _____ Fax(____) _____ VAC Member # _____

eMail _____ Other WB Organization/s _____

DOB ____/____/____ Blood Type _____ Allergies _____ Other Medical Info _____

In case of Emergency notify: Name _____ Address _____ City _____

State _____ Zip _____ Home(____) _____ Work(____) _____ Cell(____) _____ eMail: _____

Fax(____) _____ Relationship _____ Special Instructions _____

Personal Physician: Name _____ Address _____ City _____ State _____ Zip _____

Home(____) _____ Work(____) _____ Cell(____) _____ Fax(____) _____ eMail _____

In addition to the completed form above, Mail or Fax the following information for each pilot that will fly any of your aircraft, a copy of: Pilot Certificate, Current Medical Certificate, Current Bi-Annual Flight Review; and if required Current Formation Card and Current Aerobatic Waiver; a copy of the Current Insurance Binder showing the limitations/approval for Air Show Participation for each aircraft you plan to bring, including static display only.

AIRCRAFT

Make	Model	N number	Color	Markings
Based at Airport	City, State	Fuel Type	Fuel GPH	Pilots that you allow to fly this Aircraft
Special Needs	Hydraulic Fluid	Oil Type	Oil Viscosity	Crew Members for this Aircraft
Arri/Dep Date	Hotel	Room #	Phone #	Comments

Make	Model	N number	Color	Markings
Based at Airport	City, State	Fuel Type	Fuel GPH	Pilots that you allow to fly this Aircraft
Special Needs	Hydraulic Fluid	Oil Type	Oil Viscosity	Crew Members for this Aircraft
Arri/Dep Date	Hotel	Room #	Phone #	Comments

OFFICERS REPORTS

COMMANDER Lloyd Morris

Hello everybody,

Well it's time again for the REALLY BIG SHOW! The Valiant Air Command is a beehive of activity. Ken Terry and Bob Boswell are very busy with the Military and Airshow performances getting them booked and scheduled for the airshow. Bob James and Norm Lindsay are coordinating the moving of the aircraft to the airshow side of the field along with the C-47 support guys. Hal Larkin will be heading up the Grumman display. Please be sure to visit him during the airshow and check out some of his new projects. Marilyn Bettencourt is busy setting up tickets and the money trailer – a very strenuous task to say the least. Bud Evans is really busy getting the television and radio spots ready and the time bought. Bob Frazier is busy getting ready for the auction and the flight line gates set up. This year, the auction promises to be really BIG, lots of neat stuff!!! Ann James is heading up the girls in the office. Melissa McDonald is getting the Friday and Saturday night dinner's ready. The Press Day Luncheon will be at the Daytona International Airport this year. Tentatively there will be live media as well as live radio coverage, plus some great food! Pilots if you can be there, please be sure to let Ken Terry know ASAP.

So you can see the Board of Directors are very, very busy, but none of this could happen without all the GREAT members and volunteers of the VAC. Looking forward to seeing you all SOON. Oh yes, be safe!!

Lloyd Morris, Commander

PERSONNEL DIRECTOR Bob Boswell

Happy New Year! January marks a new beginning and resolutions and changes are traditional at this time of year. Personnel changes are part of the transformation here at the VAC. Frank Pound, who agreed to be the interim personnel director, has completed his commitment. Frank will continue working the museum artifact collection and displays. A big "Thank You" and "Job Well Done" for going the extra mile in a time of need.

2006 was a good year thanks to the strong support of our renewing members and to the increased number of new members. A special thanks to everyone who assisted in recruiting new members and a warm welcome to those who have joined.

The museum gift shop staff has worked very hard at both improving the shop and in expanding the items for sale. They brought in not only new items, but also those items that customers have been asking for. Some of the items, like the special limited edition leather jackets, are very popular. If there is something you think the gift shop should have in stock, please stop by and let us know.

The key to the success and growth of the VAC is the involvement of the members. Volunteers are the lifeblood and we need you. There are numerous programs and activities available at the Museum. Include the VAC in your New Years Resolutions. Become an active member of the VAC Team that preserves aviation and puts Warbirds back in the air. Your continued support will make 2007 a great year.

Bob Boswell, Personnel Director

EXECUTIVE OFFICER

Hal Larkin

December was a slow month for the Restoration Crew, as we did not work on two Thursdays and visiting families kept the Restoration Crew to a minimum. However, in 2006, the Restoration Crew donated 4,494 volunteer man-hours of labor and expended \$3,736.12 on parts and materials. This is money that the Restoration Crew acquired.

TA-4J -- The tail section has been primed. Fuselage and wings have been lightly sanded, cleaned and are ready for prime paint. Have masked off the landing gear (Visquine Tent) so that we can bead-blast the landing gear and wheel wells prior to paint. They will be painted gloss white in keeping with the Blue Angels paint scheme. Once the fuselage and wings have been primed, we will hang the tail section. Instrument panels for the forward and aft cockpits are in the rework cycle; however, we only have 25% of the required instruments. We will start reassembly of the cockpits in January 2007. Again, we are missing a lot of cockpit parts. Our Cockpit Missing Parts List is now four pages. The tail section is ready for mate with the fuselage. Need to fabricate a sling to lift the tail section. The fuselage has been cleaned and is ready for prime coat. The landing gear is in the process of having all paint stripped from the three struts and the wheel wells.

R-2800 -- Rework of the baffles and rocker arm covers are still in the finishing stage. The push rod housing has been degreased, sandblasted and are ready for paint. We still need 72 push rod housing gland nuts. Completed repairing the rocker arm covers with fiberglass. They have been painted gloss black. The baffle repair is ongoing, and the push rods housings are in final paint, gloss black.

The Restoration Crew thanks Ann James and team for the enjoyable Christmas lunch they gave for all of the volunteers.

Hal Larkin

Executive Officer

OPERATIONS OFFICER

Ken Terry

The ICAS Convention this year yielded several new ideas of how to market our Air Show. Most are too late to try and accomplish this year. But you can rest assured there are many changes "coming down the pike." Most of the changes have to do with the way we "market" the Air Show. Change is inevitable. There are many old "saws" about that, they are repeated year after year because they are true. One of the big things I noticed this year was how most of the more successful Shows are in a constant state of change and planning never stops. They have a full staff of people working "year round to make it happen!" SOOOOOOOOOO, there must be those VAC members out there that would like "to get more involved." How about stepping up to the plate for a swing at the ball! Give us a call and let us know what your areas of expertise and interest are.

The first FAST Formation Clinic of the new year began on Friday Morning the 12th of January with a pretty much basic ground school for everyone mostly covering some of the recent and upcoming changes in FAST Procedures and Protocols. It was very successful. We had 16 pilots (guys and gals) and 10 airplanes on Friday. We picked up two more new members and another renewal. On Saturday, I could not count the people or airplanes, but we must have had 60 plus people and 30 plus airplanes. Mike Kennedy and Lowell Sterchi, otherwise known as the "Swift Formation Aerobatic Team" gave us a great seminar on "What Makes a Good Lead!" It was fantastic - Thanks guys!!! The flying started Friday AM for those interested in only that and continuing through Sunday PM, weather was great. Formation training sorties were constant. At least as you can herd a litter of kittens! Just

kidding – guys and gals – you were all Terrific! Lots of newbies (that's nuggets for you marine and navy types) and everyone had a BIG SMILE! Lots of learning took place – mostly by me – and I did not even get to fly – came prepared just like you are supposed to, but couldn't make it happen – oh well – maybe next time, maybe with you (the Reader) at the next clinic. Again, give me a call and let me know your needs and desires (no new airplanes or diamond rings, FAST stuff only please) and we'll get the schedule set ASAP. We have both good rates for rooms and a fuel discount. The next FAST Formation Clinic is scheduled for 09, 10 & 11 February 2007 at Sebring.. If you are planning on coming, remember this is an Official Valiant Air Command Event and as such may result in an Income Tax Deduction for you, see your personal Tax Advisor for details and save your receipts.

We lost the referendum. That was a BIG disappointment. The money from that would have been a big boost for us. One reason I personally believe was – I can count on one hand the number of VAC Volunteers that worked on it. And it was the same group that does everything. See the paragraph above. Lots of talk about what some people want to see happen, as long as someone else does the work. Any chance some of that advice we've been getting could be turned into elbow grease? One way or the other the VAC will continue to be the best Warbird Organization around, but let's make it BETTER. With all this activity, the airshow should be bigger and better this year. GET THOSE REGISTRATIONS IN and please include your Pilot Certificate, Current Bi-Annual Flight Review and if required Current Formation Card and Current Aerobatic Waiver, a copy of the Current Insurance Binder showing the limitations/approval for Airshow Participation for each aircraft you plan to bring, including static display only.

GENTLEMEN & LADIES IF YOU EVEN THINK YOU ARE PARTICIPATING IN THE AIRSHOW, THERE IS A SHUTTLE LAUNCH SCHEDULED AT 0620 ON 16 MARCH 2007. IF YOU DON'T SHOW UP, A PROBLEM, IF YOU SHOW UP AND DIDN'T REGISTER, THERE WILL BE A PROBLEM. REMEMBER TO CHECK THE TFR'S. Inexpensive motel rates are available
See you on the tarmac.

Blue side up!

Ken Terry

MAINTENANCE DIRECTOR
Robert E. James

C47 – The two inboard flaps have been cleaned of corrosion, etched and painted with primer. They will be installed on the airframe shortly.

The main oil line from the firewall to the right engine has received its final modification and has been installed. The right engine-feathering pump was sent out for overhaul prior to Christmas and was returned with a fresh overhaul and yellow tag and is ready for installation. After it is installed and the final connecting hoses(s), we'll be ready to put some oil in the tank and leak check the system.

The electrical verifications found few problems and they have been corrected (comm. 1 & 2 control head connections were reversed and one tank probe required replacement). We are still waiting for the new gaskets for the fuel probe to show up but expect them within a few days. One additional item is the connection of the audio for nav 3. Ray Adams will transmit the schematic that he had planned on the initial layout but did not have time to complete prior to his move to Arizona (and retirement). Jim Owens will then finish the circuits.

The wing jig has arrived from Knoxville and is mounted on the left wing inboard attach angle. We hope to use it for the A.D. and afterwards attach the wings prior to the airshow and hopefully the props also. Prior to this happening there will have to be some major repositioning of aircraft in the restoration/maintenance hangar.

TBM-Work on the turret 50-caliber gun replica gun replica has been completed by Dick Hart and has been installed in the aircraft. The canopy still has some work in process. The tail cone has been reworked, painted and installed. We still need a clear glass nav light (2 inches outside dia.) for the tail cone as ours was missing from the TBM when we received it.

I'm working with a potential major sponsor to provide some funding on the TBM with the goal of having it ready to fly within roughly one year.

UTVA-The battery installation including rewiring of the cannon connector has been completed. The cable from the ELT to the instrument panel remote display has also been completed.

Robert E. James, Maintenance Director

PROCUREMENT DIRECTOR

Robert H. Frazier, Jr.

GRUMMAN F11F TIGER---Availability is stalled. A memorial service and plaque is planned to honor the pilot (first Blue Angel downed in Viet-Nam) before the plane is removed from the pylon.

I-95 BROWN DIRECTIONAL SIGNS FOR THE VAC--- Application for signs and supporting documentation from local officials has been prepared and submitted to the Florida Department of Transportation.

NMNA INVENTORY---Inventory and photo documentation for all Navy items on loan from the National Museum of Naval Aviation has been completed and sent to the NMNA. Our star photographer Steve Zatroch provided the required pictures.

AUCTION---VAC owned items and consignment material are being reviewed for the auction and preparation of the catalog. (See AUCTION following)

AUCTION-----AUCTION-----AUCTION

We are planning a very exciting, interesting, educational and entertaining Auction. As we prepare it appears we will have items that are rare, unusual, military and hopefully profitable. To add to the excitement, our old friend, Kevin Quinlan, a former and current VAC member will be the Auctioneer. His style will add to the excitement.

In addition we will have a RAFFLE this year with some items that will perk your interest.

So, Yo'all come down-----Yo'all hear me!!!!

And come early so that you can get your Auction Bid Number and Raffle tickets. Also bring some of your friends and neighbors.

Order of the evening will generally be:

4:00 - 5:00 PM	Happy Social Hour Plus this year all drinks served before 5:00 PM will be 2 for 1.
6:00 - 7:30 PM	Dinner
7:00 PM	Start Auction

AVIATING WITH BUD EVANS

January 2007

SAUDI EXPERIENCE

Going to Saudi Arabia in 1972 was an experience I will always cherish, as there were so many customs and cultural diversities to which my family and I had to become accustomed. As manager of flight operations, I arrived several weeks before the first aircraft were due to be ferried into Dhahran Air Base by USAF pilots. Our "Saudia Air" flight arrived at 0530 on a July morning, and the temperature was 110 degrees Fahrenheit. We were really worn out after traveling from Florida to New York and on to London where we had a 5-hour layover, then the flight to Dhahran. We were met at the airport by a Northrop Government Relation man who arranged for us to go through customs. This was a memorable experience, as they were extremely thorough. Such things as magazines showing women in bathing suits were confiscated. Northrop had contracted with the Trampane Company to provide the necessary housing, transportation, messing, etc. We were given a short briefing and breakfast, and then we were taken to our quarters, which we would call "home" for the next two years. Needless to say, we were concerned only with getting some sleep, so we welcomed the cool house and comfortable beds. Sometime after we had collapsed, our air conditioner broke and when I awoke about noon, it felt like the building must be on fire. I checked the thermostat and found the temperature read 121 degrees inside. We had no idea where the Trampane mess hall was or where we were actually located. We had been told that a bus would come by at 1:30 PM to pick us up for lunch. There was no telephone or other means of communication, so we melted for the next hour and a half. That was our welcome to the town of Al Khobarh, Saudi Arabia.

During the next few months, I worked closely with the USAF Operations Officer, Major Keith Phillips, who was the program manager to whom Lt. Bandar Sultan made requests on behalf of the RSAF. Keith would tell me what the RSAF wanted Northrop to do, and I would try to comply on behalf of Northrop. The three of us had three desks in the same office, and the protocol was for Bandar to tell Phillips, then Keith tell me. It became a source of amusement to the three of us, as I could hear what Bandar was telling Keith. It turned out that he would be looking at me while telling what the RSAF wanted, and Keith would merely ask me if I heard the request. We worked well together, and we both learned quickly to respect the young Saudi Prince who was anxious to prove himself as a fighter pilot.

Shortly after the first six F-5B Freedom Fighters arrived, Bandar asked that we fly them to Riyadh to put on a show for the King and his Parliament. There had been a lot of opposition from some of the Ministers, and the King was anxious to show them to the entire ruling body of the Kingdom in an aerial formation display. Keith suggested that we would put on an aerobatic show, and he practiced with three of my Northrop Instructor pilots. I was selected to fly the solo acrobatic portion, and we proceeded to perform the show. Each of us carried a Saudi student in the back seat, and the audience assumed that the show was being performed by the Saudi pilots. Bandar could not fly, as he was there to attend his engagement party. He was engaged to the King's daughter. He joined us afterwards and told us that the King was delighted with the show, although he leaped up from his seat when I performed by gear-and flap down slow roll on take-off. He turned to Bandar and said he thought the aircraft was going to crash.

About nine months or so after that show, Bandar came to see me and asked me to teach him to fly an acrobatic air show. At that time, I don't believe that I would have agreed to teach any pilot to fly a low altitude acrobatic air show in a high-performance jet. I don't know what it was about this intelligent and very eager young pilot, but I agreed. I knew that if anything happened to the favorite son of the Minister of Defense and son-in-law of the King, I would be a candidate for a beheading. It sounds drastic, but not only the punishment system that existed in Saudi Arabia at that time. The law dictated that all people living in the country obey them, and the penalty for breaking them was swift and decisive. It was the reason that there was virtually no crime in the Kingdom and why no one locked their doors or worried about walking the darkest alleys at night. That didn't really concern me

at that time, as I was going to be in the aircraft with him. I wasn't going to let us get into any position that we couldn't recover from.

On 02 June 1973, I flew my first practice with the Prince. By the day of the show, I had flown thirteen practice shows. There was a small village out in the lonely desert where I used the small buildings to give us some reference to our height above the ground. I started him performing rolls, loops, Cuban eights, point slow rolls, inverted passes and high performance tight turns. To impress Bandar with the importance of any slight miscalculation of his holding altitude during these maneuvers, I set a base altitude of 1,000 feet above the ground. I explained that the 1,000-foot mark was the ground level. We then began his first individual acrobatics at 1,500 feet, and he repeatedly ended below the 1,000-foot mark. As we continued to scare the poor residents of this remote village, I let him drop lower and lower on each flight until we were 300 feet above the ground. During those flights, I had to take control of the aircraft several times to keep us from wiping out the village; but during our last three flights where I had Bandar putting on the show at 300 feet, he did a fine job. The last practice was the morning of the actual show, and I made him promise not to go below 300 feet during his act.



With Lt. Bandar bin Sultan bin Abdul-Aziz before a practice flight

The purpose of the aerial display was the first graduation ceremony for the Technical Institute, which was run by Northrop for the RSAF to train aviation technicians. There were students from all of the neighboring Arab countries, and top dignitaries were attending. It was the first time I fully realized the situation in which I found myself. My boss had left the Kingdom on a sudden trip, just as he had done when we took the aircraft to put on the show at Riyadh. If anything went wrong in Bandar's show, I knew my life was in real jeopardy. I drove my car to the fence surrounding the parade grounds on the airbase and watched the precisely flown show. Being extremely pleased and relieved at what was to be the end of the show, I prepared to drive back to operations to congratulate him when he landed. Much to my surprise, I watched him light both burners and head back towards the parade grounds and VIP stands where all the dignitaries were seated (including his father). It was a helpless feeling to see the aircraft gain speed as it dropped out of sight behind the buildings and then appear, barely clearing the roof of a surrounding structure. He was smoking at what had to be close to supersonic speed and heading straight for the VIP stands at well under 100 feet. It happened so fast that I hardly had time to think. At the last instant, he pulled hard on the pole and just missed the top of the stands. He continued rolling vertically until the only thing visible was the two tiny after-burner flames. There was no need for me to say anything, because Prince Sultan was just beginning to deliver his speech

to the graduating class when Bandar's unscheduled high-speed pass interrupted and embarrassed him. No matter, I had done my job!

Postscript ---Prince Bandar Sultan later became Ambassador to the United States and left last year after holding that post longer than any other Foreign ambassador to the United States. He earned international accolades from all over Europe, the Middle East and the U.S. He was instrumental in numerous international negotiations that were beneficial to this country as well as his. He is truly the remarkable man I recognized him to be in 1973 when I was willing to risk my life so he could prove his fighter pilot talent.

VAC FAMILY NEWS

AL SHERRILL of Melbourne has passed away. We recently heard about Al and remember him well, always with his camera capturing airshow images wherever he was. Our sympathy goes out to his family.

Get well wishes to **IVAN GOMEZ** of the C-47 restoration crew. Ivan has been fighting a battle with cancer and we send him our prayers and best wishes for a speedy recovery. We miss you!

KAY HONOUR, a de-coder at Pearl Harbor during the attack passed away in December. Many of you remember Kay as she joined our Pearl Harbor survivors' luncheon group on Veteran's Day. She won over the hearts of all of us that day with her "can do" attitude, and She did! Our sympathy to her son, John and family.

HAROLD LARKIN (our Executive Officer) is in the hospital at Cape Canaveral at press time. Our last word was that surgery was a possibility. We all send our hopes for a speedy recovery to Harold. Your **Grumman Gremlins** need you, and so do we!!!

RONALD W. ZOELLNER has flown away. Better known as "Clean Ron" of the always-together "Clean Ron and "Dirty Ron" fame passed away in January. Ron lived in Huron, Ohio with his wife Judy. They have three sons and one daughter.

From information that his dear friend, Ron Stone, sent to us, we read that Ron had owned 55 planes and had flown 115 different makes and models of aircraft. When asked if he had a favorite airplane, in his typical humor stated, "Sure," he says "The one that somebody else is buying the gas for."

I'm sure Ron did not know how many people he brought joy and laughter to over the years. How we all looked forward to their arrival at the events. He sure shared it with all of us at VAC. We'll miss you Ron. To his family, we send our sympathy and thank you for sharing him with us over the years.

For The Good Times

Sad news came our way, with the news that one of the VAC's long time members, Warbird pilot, and just plain "good guy," "Clean Ron" Zoellner, from Ohio, has passed from our world to the next. He was one half of the "Dynamic Duo" of "Clean and Dirty Ron" from the Buckeye State that filled many an hour of our existence with fun and frolic. When he and his constant sidekick "Dirty Ron" Stone showed up at a show, a party, or the VAC Auction, you just knew there was "going to be some sh—," because they were going to cause it! It was like having Stan and Ollie walk through the door, you knew "another fine mess" was only minutes away." They were a matched pair of Otter's, simply on the hunt for someone to play with. I know "Dirty Ron" is missing him as much as if he were family, because they were that close via their mutual love for old vintage Warbirds. "Clean" flew everything "Dirty" owned, and only God knows how many hours he worked on what he flew. Perhaps it is truly fitting that the first aircraft "Clean" owned was an Ercoup, and it was also the last he flew, one having been recently bought by "Dirty" Ron. I could fill a book with stories, some of which should never be printed, but perhaps the best thing to say is that "Clean" loved flying

and loved being involved around the people that shared his passion. We all know how few and rare such people are, which is why we miss them so much after they are gone. When asked by a reporter “what’s your favorite airplane to fly” his reply was “The one that somebody else is buying the gas for!” Good night old buddy, and good night Mrs. Calabash, wherever you are!

Kevin Quinlan

VALKARIA AIR FEST

17 February 2007

Valkaria Airport (X59) – All Day – FREE!!!

Please join us for a Saturday full of aviation-oriented, FREE family fun!

Pilots: Bring an aircraft of any kind, and get free food & cheap AvGas!

Important Pilot Info & NOTAMs at MLBPilots.org