

UN-SCRAMBLE



OFFICIAL NEWSLETTER OF THE VALIANT AIR COMMAND, INC.

6600 Tico Road, Titusville, FL 32780 • (321) 268-1941 • www.vacwarbirds.org

4th Quarter Review

October, November & December

2013



10-26-13 The B-57 Canberra gets a little tail



10-26-13 Tico Belle Passenger Flight



10-29-13 The F-105 has been moved to the Restoration Hangar



11-16-13 The F-4J is restored and is being moved from the Restoration Hangar to the Vietnam Hangar



11-3-13 Lorraine Juhl, Jesus Parades and Patti Champion. The Titusville High School JROTC honored our Veterans by informing students of the sacrifices made by our Veterans.



Veteran's Day Weekend - Burial flag of Bob James' father, Joseph R. James, was flown to honor a Veteran



Lily Fredrickson and her two sons come every Veteran's Day. The boys thank the Vets for their service, shake their hand and give them brownies or cookies. So nice to see in this day and age.



11-11-13 The Hot Dawg People feeding the visitors and workers...good dogs!



3-10-08 Before shot of our F-4J Phantom



John McCoy



Norm Daniels



Len Vigneault

Some of the Phantom Restorers



11-16-13 After shots of our F-4J Phantom on display in the Vietnam Hangar

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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.

501 (c) (3) Non-Profit Organization Educational Museum
 Recognized by the Internal Revenue Service

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MUSEUM AND GIFT SHOP

OPEN 7 DAYS A WEEK - 9AM TO 5PM

Closed Thanksgiving, Christmas and New Year's Day

Adults \$18.00 - Senior or Military \$15.00

Children 5 to 12 years old \$5.00

Children under 5 years old - No admission charge

Special Tour and Family Rates Available

The  UN-SCRAMBLE Team

Lorraine Juhl - Phyllis Lilienthal - Genie Owens

1st Quarter - Jan, Feb & Mar
 Submission deadline - Mar 20th · NL Published - Mar 31st
 2nd Quarter - April, May & June
 Submission deadline - June 20th · NL Published - June 30th
 3rd Quarter - July, Aug & Sept
 Submission deadline - Sept 20th · NL Published - Sept 30th
 4th Quarter - Oct, Nov & Dec
 Submission deadline - Dec 20th · NL Published - Dec 31st

Please note: Items submitted after the submission deadline will not be published or will be published in the next issue if appropriate. This is necessitated by printer deadlines.

The Un-Scramble is no longer being printed "In House".

Please call us if you have an address change. We want you to be sure to get your copy of the Un-Scramble.

This Newsletter is available electronically, just call (321) 268-1941, give us the "OK", your email address and we will do the rest.

Tip: You can magnify the photos with the email version and really see the faces; another good reason to switch.

Help the VAC save money and some trees...go paperless.

Future Events - 4th Quarter - 2013

01 January	Happy New Year!!!
11 January	Fly-In/Drive-In/Walk-In Breakfast
25 January	Third AirShow Volunteer Meeting
21 January	Board of Director's Meeting
08 February	Fly-In/Drive-In/Walk-In Breakfast
18 February	Board of Director's Meeting
08 March	Fly-In/Drive-In/Walk-In Breakfast
13 March	Media Day
13 March	Dirty Flight Suit BBQ
14, 15, 16 March	2014 TICO WARBIRD AIRSHOW
14 March	First Day - 2014 AIRSHOW
15 March	Second Day - 2014 AIRSHOW
16 March	Third Day - 2014 AIRSHOW
25 March	Board of Director's Meeting (Tentative)
?	AirShow DeBrief/Survival Luncheon

COMMANDER'S REPORT

We are well into the Holiday season and all that it stands for. By the time you read this you may have already celebrated with the traditions of your faith. In any case, please accept our

best wishes for a happy and safe holiday season, and please share our thanks for the gifts that we all celebrate together.

We are in full AirShow preparation mode. The second planning meeting, held November 23, focused us in on all the coordination that will be required, and gave us another chance to inform and coordinate with the many agencies and organizations whose work is so important to our show's success. Bob Boswell will tell you much more about this work. Personnel Officer Jim Owens is lining up volunteers so let us know how you would like to help!

The F-4J Phantom is now "front and center" in the Vietnam Hangar. Pictures of it have spread rapidly through the internet; that's appropriate because it is a dramatic and beautiful airplane.



I can't wait to see the F-105D Thunderchief in full, fresh combat colors.

We are once again looking at the Valiant Air Command's facilities with an eye towards expansion. We believe that some judicious renovation and additions to the main hangar will be cost effective, and will bring us a good payback in visitor appeal.

Our best wishes to you and yours. We think 2014 will be a banner year for our organization, and thank you for your continued support.

Lloyd Morris,
Commander

EXECUTIVE OFFICER'S REPORT

I once again have to congratulate the other members of your organizations Board members for their dedication to donating their time and energy to keeping the organization moving forward under Lloyds' guidance. However all of you members reading this have to know that none of this can be accomplished without each of you members continued support. Your volunteers who are in position to help directly at the museum are absolutely essential to the daily operation that keeps us a very desirable destination for visitors. Our latest addition is the F-16 and we are looking forward to some flyable war-birds to be operating soon from our hangar. Please try to attend our upcoming March Air Show and enjoy your membership in our special organization.

N. C. "Bud" Evans
Executive Officer

PERSONNEL OFFICER'S REPORT

NEW & RENEWAL COLONELS

16 SEPTEMBER – 18 DECEMBER 2013

NEW MEMBERS

Adema, Mark S. / Adema, Christy M.
Baudet, Guillaume "Gill" (C-47 Comp.)
Belloti, David (C-47 Comp.)
Belloti, Frank (C-47 Comp.)
Dugan, Michael
Escalona, Jorge L. / Escalona, Karen
Ferguson, Dwane L.
Gentry, Chip
Gilleo, Ken (C-47 Comp.)
Heismann, Dave (C-47 Comp.)
Heismann, Steve (C-47 Comp.)
Hocking, Terry G.
Chamberlain, Douglas R. / Chamberlain, Anita I. (C-47 Comp.)
Ferguson, David W. / Ferguson, Colleen K.
Fleming, Michael G. (C-47 Comp.)
Gorrell, Dawn (with Michael P. McCann)
Kiem, William F. / Kiem, Louisa I. (C-47 Comp.)
Kovach, Michael J. / Kovach III, Michael J.
Lai, Charles S. "Charlie"
Lewis, Alan / Lewis, Deanna (C-47 Comp.)

Melvin, Jr., Lawrence J. (C-47 Comp.)
 Neal, Paul W. / Neal, Irene C.
 Richiuso, Peter F.
 Seymour, Robert M. (C-47 Comp.)
 Shaw, Jr., Bernard S.
 Silen, Roland E. / Silen Barbro E.
 Somers, John P. / Lafreniere, Sheila
 Treinen, Casey W.
 Wheeler, Melvin R. "Mel" / Wheeler, Elnora "Ellie" (C-47
 Comp.)
 Williams, James "Jim" / Williams, Alice M.
 Wilson, Stuart / Edwards, Jill (C-47 Comp.)

NEW LIFETIME MEMBERS

Titchenal, Lawrence S. / Titchenal, Sherry L.

RENEWALS

Adgate, Sharon S.
 Baker, George H. / Baker, Virginia S. "Ginny"
 Baxter, Joann V.
 Beck, Harold D. / Beck, Constance
 Best, Ronald L.
 Brooks, Adrian C.
 Carleton, Jim A.
 Chamberlain, Russell G. / Chamberlain, Mary
 Dollarhide, Dave
 Eldredge, Donald F. "Don" / Eldredge, Marilyn S.
 Franklin, Bill D. / Franklin, Sharon A. "Corky"
 Henning, David
 Higgins, Timothy P.
 Horner, Richard D.
 Houghton, Walter E. "Walt" / Houghton, Pauline
 Labriola, Lawrence
 Marshall, Charles C.
 McArdle, II, Thomas J. "Tom" / McArdle, Suzanne H. "Suzy"
 McCann, Michael P. / (Gorrell, Dawn – New Member)
 Meier, Alfred F. "Al" / Meier, Maralyn A. "Lynn"
 Mitton, James M. "Jim"
 Montee, David M.
 Moore, Gladys A. / Holland, Calvin
 Moore, William W. / Moore, Jill
 Morse, Stuart G.
 Nelson, Richard A. / Nelson, Kyle
 O'Mara, Gerald M. / O'Mara, Jacque
 Orth, Jr., Walter H. "Walt" / Orth, Roberta A. "Bobbie"
 Owens, James G. / Owens, Genie B.
 Phillips, Jr., Paul W.
 Pring, Martin / Pring, Terri
 Reus, Joseph H. / Reus, Shirley M.
 Righetti, Betty A.
 Russell, John N.
 Schlafly, Fred E. / Schlafly, Sheila B.
 Schulten, Paul E. / Schulten, Lisa
 Sutcliffe, David A. / Sutcliffe, Patricia M.

Springer, Dan / Springer, Joanne
 Tinnirello, Albert
 Wall, Robert D.
 Whitmore, Gary M.
 Woolf, Melvin R. "Mel" / Woolf, Margaret M. "Peggy"

GET WELL WISHES

We extend our sincere get well wishes to Judi Davis, Betty Desplaines (Roger's wife), Rod Gier, Jeanne Henderschied, Walt Houghton and Norm Lindsay for their recent or upcoming surgeries or recent illness. Our thoughts and prayers are with you for a speedy recovery.

MEMBERS & FRIENDS GONE WEST

Sandra (Becky) Woolfitt Zimsky MD/PhD. passed away on 18 May 2013. She was a Lifetime Member and her husband Peter Burris-Meyer is a Lifetime Member. She was a dedicated and passionate physician, mother, wife, aviator, world traveler, philanthropist and sportswoman. She was certified in both Family Practice and Oncology. She was a long-time pilot and aircraft owner and partner with Tallon Aeromotive, LLC in Central Florida. Sandra is greatly missed by friends and family.

Joseph E. "Jef" Farley passed to his Father's home 06 Sept. 2013. Jef was a volunteer at our Information Booth at our 2013 AirShow. He also volunteered at the Maitland Public Library and Leu Gardens and many other organizations. He was acting President of the Maitland Historical Society and the recipient of the "Northam Executive Director's Award" in 2003 at the Maitland Chamber of Commerce. Jef is remembered by friends and family for his big heart.

Donald C. Riggle passed to His Father's home 07 October 2013. He was a long time member of the Valiant Air Command, Inc. He was a retired Electronic Engineer in the Aerospace Industry. Don is surely missed by his friends and family.

Brigadier General Robinson "Robbie" Risner passed to his Father's home 22 October 2013. Robbie was a celebrated Korean War Jet Fighter Ace and Vietnam Prisoner of War. He received over 65 awards including the Air Force's highest award, the Air Force Cross, which he received twice. He spoke to thousands around the United States, as well as other countries; about his experiences as a POW, his faith in God, and his love of country. Robbie was revered and respected as a consummate warrior.

Robert S. Tinsley passed to his Father's home 25 November 2013. Bob became a member of the Valiant Air Command, Inc. in 1986. He retired from the Navy as Lieutenant Commander and was a pilot for United Airlines. He wrote stories for various military publications including his self-published book "Farewell Miss Julie" – his beloved dog. He will be fondly remembered as a beloved husband, father, grandfather, a great storyteller and dog lover. Bob is greatly missed.

Jim Owens,
Personnel Officer

PUBLIC RELATIONS OFFICER'S REPORT

Wow – lots happening around here!

We are planning, and as many of you know, re-planning the 2014 TICO AirShow. I think it's going to be a great event, showcasing some of the finest performers in the AirShow world, and some extraordinary warbirds.

We are breaking new ground in the public relations arena also, as we've asked a well-regarded local advertising agency to put some structure into our (read my) approach to publicizing the show. Hope you will soon see the results, and hope more, that you will be pleased with them.

We are shuffling the chairs a bit in our daily operation. David Rees has agreed

to become our tour guide supervisor. That takes one of many jobs off Dr. Erik Kramer's plate, and lets him get back to his first love, serving as our historian. Many thanks for keeping all the plates, bowling pins and knives in the air with your juggling act, Erik, and many thanks to David to taking on this responsibility.

And let me welcome Ralph Pineda to the PR "department". Ralph has been working with me and other VAC directors on PR projects, and has done some outreach on his own. He contributed to the ongoing update of our interactive video system, and helped research the Veterans' Day presentation that Bob Boswell and I were honored to give to the local Boeing employees' group.

I visited my old haunt, the National Air and Space Museum's Udvar Hazy Center, near Washington, DC, at Thanksgiving. Neat to get back to the "big house", its collections and some wonderful friends, but it also gave me the chance to talk about our own programs, collections and activities. Funny how, when you are halfway through telling someone about our Wildcat or Sabre, you realize "Gee, I like doing this, and I really hope they will want to come it see for themselves." Reminds me to send a big shout-out to our tour guides for the great work they do. Well done, gang!

I add Ralph's and my best wishes for you and yours this Holiday Season.

Ron Davis,
Public Relations Officer

FACILITIES OFFICER'S REPORT

This, in no particular order is what was accomplished by our volunteers in 2013.

The F-4, A-7, T-33 and the T-2 were all restored to like new condition and then given a new paint job. This was a very time consuming and labor intensive project.

The British Canberra (B-57) we obtained in 2012 was finally assembled. At this writing only a few remaining panels need to be installed. When completely assembled it will be in line for painting.

Both our large crane and forklift were cleaned and repainted. Replacement of the hoses are now in progress. This is the first time in many years that these two pieces of equipment got any attention.

The VAC hosted a Fly-in breakfast the second Saturday of each month. Started out slow at first but is now well attended.

Bombs (reproduction) were installed on the A-7. Adds a nice touch.



VAC hosted Open House on Memorial Day and Veteran's Day.

2012 AirShow hosted the Thunderbirds and the turnout exceeded our expectations. I might note the annual AirShow is the most labor intensive project we undertake. Without all of the volunteers efforts there would be no AirShow.

C-47 did several passenger flights this year including a wedding in flight, a first for the C-47 I'm sure.

A new billboard was installed at the entrance road to the museum. The graphics have a 3-D look which should attract more customers to the facility.

The ramp area between the main and restoration hangars was resurfaced to

eliminate the loose dirt and stone. This area was a constant source of FOD (foreign object damage).

All the above work except for the billboard and ramp work was accomplished by the VAC's volunteers. Many thanks from the B.O.D. for all your efforts. We would not be the museum we are without you.

One last item----Roger Desplaines our one man facility care taker had another birthday.

Norm Lindsay,
Facilities Officer

RESTORATION OFFICER'S REPORT

The month marked the long anticipated arrival of the tail cones and afterburner nozzle assemblies for the F-4J McDonnell Phantom II. Pete Peterson, one of our volunteers, made a special trip, using his boat trailer, up to the Burlington Vermont Air National Guard. He transported the assemblies back to our Museum at Titusville, Florida. They are being retro-fitted to the aircraft. John McCoy and his crew have now completely finished the F4F Phantom II. They have done a remarkable job.

They are now concentrating on prefabricating parts for the F-105 THUNDERCHIEF, which will be the next big project.

The Canberra's (B-57) upper and lower skin has been drilled and dimpled in preparation for riveting. The right aileron repair has been completed. A coat of primer paint has been applied to the reworked area. The right aileron has been reinstalled on the aircraft. The vertical and horizontal fin along with the rudder assembly have been reinstalled on the aircraft. The skin repair to the damaged area of the tail bumper is proceeding along. The damaged frames

from the internal fuselage area have been removed. Repair is in the works.

George "Dutch" Graefe,
Restoration Officer

FROM THE GIRLS IN THE GIFT SHOP

Here's hoping everyone had a blessed Christmas and a Happy New Year.



Our "Toys for Tots" drop off was very successful thanks to ya'll.

The Gift Shop had a very successful season, thanks to all of you. Which brings us to another "New Year, Welcome 2014" annual 10% off everything in the store sale, excluding the 50% off rack, and that's over your 10% member discount. Items include our new 3D puzzles, pilot piggy banks, paint by numbers, Franklin Mint die cast models, all jackets, flight suits and an assortment of "Rosie the Riveter" items. Come see for yourselves. Besides, what better way to start off the New Year. Visiting, saving money and checking out the fantastic job that's been done on our F-4 Phantom and now the progress of the F-105 Thunderchief.

Hope to see ya soon.

Pam and Anita

PROCUREMENT OFFICER'S REPORT

F-16AD - s/n78-0025 - The acquisition of the display airplane at the Air National Guard in Burlington, VT is complete. The airplane is scheduled to be at the Valiant

Air Command by 19 December. It was moved, disassembled and loaded on the trailer, 14 December to 16 December, by Air Guard members we employed, VAC member Pete Peterson and local trucker, Skip Tillett.



The move was accomplished under cost and schedule in Arctic weather (snow storm, 20 to -4 degrees). Great job by the group.

F-16A -s/n80-0507 - Procurement of this aircraft has been replaced by the above.

F-86 Display Airplane - The agreement and program to return the F-86 to flight capability and air show status is back on track. The owner's condition allows for the joint MOU defined program to proceed. Aircraft inspection and overhaul are now under way.

F-100 and F-102 Aircraft - Loan of the stored aircraft by the USAF Museum is now being planned into 2014. The delay in the offering is to determine if a procedure or funding to de-mil the aircraft can be arranged.

Bob Frazier, Procurement Director

CURATOR'S CORNER

When you visit the Memorabilia areas again, please take note of the new Kiosks. They have been positioned for our visitors to use as references to the museum collection. We also have many new additions to both areas.

The F-4 Phantom presently resides in

the Vietnam Hangar as a "Greeting Aircraft." John McCoy and his people did an outstanding restoration job. It could easily be displayed at the Smithsonian.

The VACs F-105D "Ye Old Warhorse", which was flown last by the Virginia Air National Guard, is now in the hands of Mr. McCoy and his talented group. It will also be spectacular when completed. You can see it any time while visiting the Restoration Hangar.

Don Leathers,
Curator

A NOTE FROM ANN JAMES

As you read this, we are preparing for our annual Christmas Party here at the Museum. Photos will be included to show our group of dedicated volunteers having a wonderful time. It is nice to finish up a very busy year with good food, friendship and fun. Greg & Christine Zahornacky always do a wonderful job with the music, and we will have a visit from Santa, if we have been good!

This year at VAC has been a very busy one and from all accounts looks like another is on the way. We have events already planned through September of 2014. Our ladies group of dedicated and talented volunteers is always here to make all the functions happen. We are so fortunate to have so many volunteers! We always have room for one more if you should have some spare time in the future!

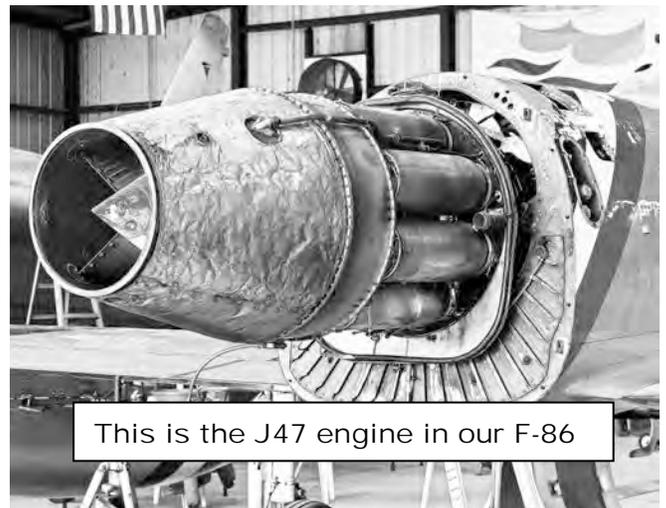
It is our wish for you to have a wonderful Christmas and a safe and healthy New

Year! See you all in 2014!

Ann James,
Event Coordinator

MAINTENANCE OFFICER'S REPORT

The C47 is in the middle of the 75 hour periodic check. With the F86 in the restoration hanger (under-going a engine



This is the J47 engine in our F-86

hot section check) requiring the C47 to be moved to the south bay of the main hanger. This has slowed up the work on the C47. We have decided to delay the installation of the new switch panel (Garmin 340) which will provide "hot mikes" for the crew and ease communication between them, until January. At the same time the main tire change out will be delayed. The tail wheel will also be replaced.

In the past several months we have attended the Stuart air show and while we were static we did obtain over a thousand dollars of donations from the public touring the "Tico Belle". That will help the C47 budget for the new main and tail wheel tires plus a couple of tubes. The main tires are very expensive (\$3,600 dollars) but then most everything has gone up considerably in the last five years. We have done over 200 takeoffs and landings on the present set of tires.

We also did several days of static line parachute drops at Dunnellon, Florida at Bob Mathews National Parachute Test Center. This is always a fun event and

allows several of our captains to get in enough takeoffs and landings to maintain their currency (3 T & L's in the last 90 days)

Robert E. James,
Maintenance Officer



WAR STORIES & WAR MEMORIES

The Un-Scramble will publish War Stories and War Memories from VAC members when and if there is space available. We reserve the right to reject any submissions for any reason. The Editor.

AVIATING WITH EVANS

When is it important to recognize a voice.

At the time of this incident I had been flying the Lockheed F-80 with the 9th Fighter Sqn., 49th Fighter Group in northern Japan at Misawa Air Force Base for well over a year. Our mission was to intercept intruding Russian aircraft who regularly made dashes across the Japanese national Border north of Wakiiia, Hokiado Island. Our Base was about a 12 to 15 minutes at max speed from scramble to reaching Wakinia at 30,000 feet. By the time we reached our target the Russian aircraft would scoot back into Russian airspace leaving us with nothing more to do but remain as long as our radar site needed us and then we would return to Misawa, usually low on fuel. We had no alternate air field to divert to when weather moved in and our best friends were the GCA operators as they were very proficient and saved our bacon many times. It was understandable that we all became

familiar with the voices of the few controllers and placed complete faith in their guidance down the final approach, sometimes right to touchdown! Our confidence in the controller had to be absolutely complete. If I was not able to land, the only option was to bail out and that was not a very desirable option, considering our F-80A's did not have ejection seats. We were often "Scrambled" in weather that dictated that our return had to be dependent on the expertise of our GCA Controllers.



Our only navigation system was our low frequency (ADF) that provide only information as the direction towards the low frequency station at Misawa.

The mission that I am writing about occurred in mid-afternoon and when I departed for the intercept the weather at Misawa was just fine. I wasn't too concerned when the radar site kept us cruising the northern regions of the Russian/Japanese International defense zone longer than was really needed as there were no more Russian aircraft in the air. On our return flight my wingman advised me that he had lost his artificial horizon instrument. It didn't seem that it was a big deal until I contacted Misawa tower and was advised that a solid fog bank was moving in to the base. Letting down through 25,000 feet about 35 miles north of Misawa I could see the solid heavy white blanket rolling in from over the Pacific coast toward the runway. Increasing my speed and

descent did not allow us to reach the runway ahead of the fog and I notified GCA (Ground Control Radar) that we would need their help. GCA was the system that required highly trained personnel who monitored the radar return from the aircraft and directed the pilot to a final approach glide slope and centerline all the way from the initial contact to the aircrafts touchdown, normally on the runway).

They were way ahead of me and were ready to give me headings and altitude instructions. I informed them that my wingman would have to stay on my wing during the approach as he had lost his Attitude Indicator. I recognized the controllers' voice and followed his smooth confident instructions down until we broke out of the fog bank just before touchdown. My speed had been a little higher than normal so that my wingman could throttle back and land as soon as we broke out of the fog. Because it was well down the runway I decided that I would climb back up for another approach for myself. I completed my 180 degree climbing turn and advised the controller that I was on the downwind leg for another approach. The reply was from a different controller who's voice I didn't recognize but he sounded confident as I continued following his instructions, knowing the fog was rapidly moving down the runway. Every instruction he gave me seemed normal in an expedited approach until I was on the final portion of my approach when suddenly my previous controller's voice took over making an urgent instruction to "Add power, climb and abort the approach!" A little un-nerving but my response was immediate due the urgency in the tone of his voice. Almost immediately I broke out of the fog bank finding myself in an unexpected spot. I had expected to see

the runway directly ahead but what I saw were several large petroleum tanks of the P .O. L. farm and the row of aircraft hangars, the Base Operations building and control tower just a few feet below and ahead of my flight path. They were at least 1,000 feet to the left of the runway and had the regular controller not grabbed the microphone and told me to abort the approach, I would not be writing this story and a large portion of the Misawa Air Force Base would have been destroyed by fire. I hardly had time to realize what had just about happened to me when the calm voice of my old controller directed me back to the downwind leg and a short final approach knowing that the fog was about to cover the entire length of the runway. My touchdown was made completely in the fog and the end of another "Ho-Hum" flight. We never had time to do more than fill out the intercept report and prepare for another scramble. I was called on the "Alert Phone" and asked to write an incident report. Fortunately the fog closed the base so as soon as we were released from "Alert Duty" and finished the report I joined my friends at the "O" Club Bar. I never heard what happened to the new controller but never heard his voice guiding me on any of my many subsequent instrument approaches.

It would never occur to me that it could have been more than a mistake or lack of ability of the "new" controller. It was probably because I was not a suspicious person and also because I was too busy doing a very difficult job. It was unthinkable at that time in my mind to believe that an American Military man could actually try to destroy a large part of an Air Force Base and possibly many Americans. Looking back on the event and having been familiar with the "GCA"

radar tracking system, it seems almost impossible that the controller could have accidentally directed me as far off of the alignment with the runway as he had done .

N. C. "Bud" Evans ©

LEAFLET DROPS, NORTH KOREA

The Psychological Warfare Department of the Air Force designed leaflets to be dropped to our opponents, both North Korean and Chinese, to blunt their will and effectiveness in that "non- warfare" combat we took part in after the North Korean military forces attacked and invaded the border imposed by the post WWII unwise division of Korea agreed to by Truman – half to freedom and half to the Communist dictatorship that we see today. You can see their difference now.

The leaflets were printed in Tokyo and trucked only to our bomber base at Yokota AFB for the 98th Bomber Wing to deliver.

The 307th SAC Bomb Wing and the Far East Air Forces' 28th B-29's were based



at Kadena AFB in Okinawa and spared this added chore, since deliveries were made 7 days per week. The 5000 leaflets were packed into sheet metal casings that simulated 500 pound bombs, had a small explosive charge to open them over target, and fitted our B-29 bomb bays. The bomb fuses were set to open normally at 5,000 feet

above ground for needed scatter.

As Squadron Observer and Squadron Navigator, and Wing lead navigator, I planned and briefed the 12 drop missions with the Ops officer every 4 days in the Wing's rotation. You can imagine flying the exit corridor across Japan, the crossing of the Sea of Japan and the coast-in of Korea, then going to 12 different locations required to deliver the "goods" to the "customer" all during the black of night. Normally there were no lights below, and mostly over a cloud deck at 25,000 feet. Each of our crews flew these missions in turn. However, we did have the radar of that time and crew members with WWII experience. They had to get to the right locations to be effective, because the North Korean and Chinese forces spoke and read different languages.

It wasn't all boredom interrupted by hard work; here's one of the lighter moments: on the night of 1 January 1952 we coasted into North Korea at Hungnam, about halfway up the east coast en-route to our first drop at Hamhung, when both side "scanners" (these are the gunners on each side of the aircraft) reported seeing various and brightly colored explosions below us, but very far below us. Then the Tail Gunner and Bombardier saw the bursts and chimed in, wondering why the "flak gunners" were so far off in elevation. Finally it dawned on each of the observers that what they saw wasn't flak, it was the local New Year's celebration with Chinese fireworks. After a good laugh at ourselves we went back to work to "deliver" the mail to our first location. The people on the ground, far below, probably had no idea that we were passing thru their skies.

Not "missing a beat," the North Koreans sprayed cooking oil on the "bomb casings" and when the flies swarmed all over, they took pictures for the UN and World to see and claimed "Germ Warfare." Our "brains" in the Pentagon made no effort to counteract this, and the world believed it.

Joe Reus, Major, USAF Ret.
Restoration Volunteer

OPERATIONS OFFICER'S REPORT

Happy New Year!

2013 was a good year for the Valiant Air Command. Continuing our effort to bring more visitors to the Museum the VAC continues to host a variety of special events. One of these events is the monthly fly-in breakfast on the second Saturday of each month. Chef Larry provides the pancakes, omelets and all the sides. You don't have to fly-in on Saturday to enjoy the breakfast and meet the pilots from 8 to 11:00 am; you can also drive in. Our largest turnout so far has been just over 100 participants.

Tico Belle completed a 75 hour maintenance check just in time for 3 revenue flights at the end of the year and we will continue the flights for 2014! We plan to fly a passenger flight at 10:00 am on the third Saturday of every month. Make reservations by calling the Museum Gift Shop. For special occasions we have Gift Flight Certificates available.

We are in the process of returning the F-86 to flight status. All required maintenance and inspections are being accomplished. The goal is to fly the F-86 in our Warbird AirShow and other air shows during the 2014 season. The Pilot will be Doug Matthews.

The TICO WARBIRD AIRSHOW for 2014 is not that far away. We were unable to secure the Blue Angels for our alternate show date so the date remains as planned; 14th-16th March, 2014. Media Day will be held in the morning at the Warbird Museum Main Hangar on Thursday, the 13th of March. Capping the day will be a BBQ cook out at the same location hosted by Kevin Quinlan for the AirShow Volunteers & Participants.

Aircrew registration packets for AirShow participation were mailed out in November. If you know of someone who wants to participate and they did not receive a registration packet, please call Genie Owens to have one sent out.

Friday night the VAC will host the members / participants' dinner / auction. The Blues Brothers will provide the entertainment. Member involvement is the key to AirShow success. Thanks to the many highly talented core volunteers who return each year the AirShow continues to be one the "Best in Florida". We still need many more Volunteers! Solicit your friends and neighbors to become an active member of the VAC Team by calling our Personnel Officer and AirShow Volunteer Coordinator, Jim Owens. Our last Volunteer AirShow Organizational Meeting will be held at Noon in the VAC on Saturday, 25 January 2014. Hosted lunch will be provided.

Bob Boswell
Operations Officer

*The Un-Scramble Team
wish you a Very Happy
and Healthy New Year*

Lorraine Juhl - Phyllis Lilienthal - Genie Owens



TICO WARBIRD 2014 AIRSHOW MARCH 14, 15 & 16



SAVE MONEY BUY ONLINE
TicketDerby.com

HONORING THE TUSKEGEE AIRMEN

Space Coast Regional Airport - Titusville, Florida

Gates Open 8:30 am • Flight Line Closes 12 noon • AirShow Starts Approximately 1:00 pm

For information call Valiant Air Command (321) 268-1941 or www.vacwarbirds.org
Advance tickets -Adults \$15, Children (5 to 12) \$5 • Gate Tickets - Adults \$20, Children (5 to 12) \$10





11-23-2013 AirShow Meeting



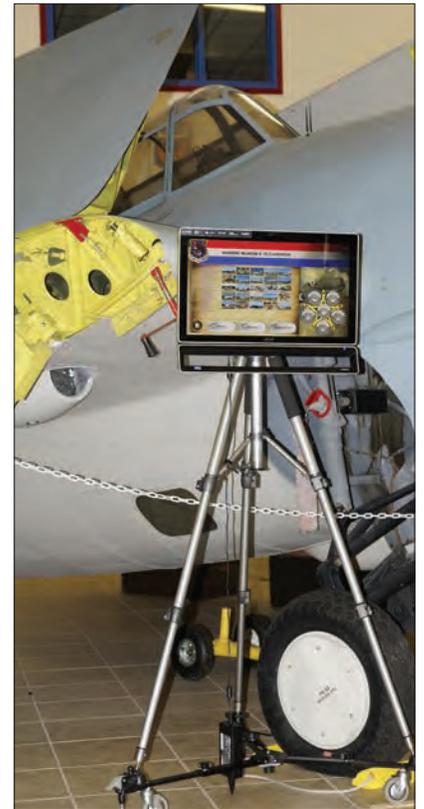
11-16-13 Tico Belle Passenger Flight



Marilyn Eldredge, Louise Bixby & Gaye Lindsay decorating.



Restoration has started on the F-105. The nose mounted guns are being made from scratch...great job.



Touch screen information Kiosks located in the Main Hangar & Vietnam Hangar.



12-21-13 The volunteers are treated to lunch on "Decorate The V.A.C. Day". How nice to "Meet, Greet and Eat " with friends.



12-14-13 Tour Guide Annual Portrait

Valiant Air Command, Inc.
6600 Tico Road,
Titusville, FL 32780-8009

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HAPPY NEW YEAR 2014



The F-16 arrived 12-19-13 from Vermont on a flatbed truck.

V.A.C. MEMBERS CHRISTMAS PARTY



Merry Christmas To All



Valiant Air Command Warbird Museum, 6600 Tico Road, Titusville, FL 32780
(321) 268-1941 • www.vacwarbirds.org