



UN-SCRAMBLE



The Official Newsletter of the Valiant Air Command, Inc.
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4th Quarter Review • October, November, December • 2023

Did You Miss The Wing Walker?



You were treated to a bit of yesteryear if you were at the 2023 Veterans Day Open House. Wing walking goes back to the earliest days of aviation. From the 1920s on, it was part of barnstorming acts that performed around the country impressing crowds with daring aerial stunts. In modern times, professionals perform wing walking at various airshows.

MUSEUM AND GIFT SHOP - OPEN 7 DAYS A WEEK - 9 AM TO 5 PM

Closed Thanksgiving, Christmas and New Year's Day

Adults \$22.00 - Senior 60+ or Military \$20.00 - Students 13 to 18 years old \$10.00

Children 5 to 12 years old \$5.00 - Children under 5 years old FREE - Special Group Tour Rates Available

Statement of Purpose

The Valiant Air Command Inc. 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 Museum Recognized by the Internal Revenue Service

Future Events • January, February, March • 2024

| | | | |
|--------|---|--|--|
| Jan 1 | New Year's Day, Warbird Museum Closed | Mar 10 | Daylight Savings starts (Set clocks ahead) |
| Jan 9 | 12 Noon, VAC BOD Meeting | Mar 12 | VAC BOD Meeting, 12 Noon |
| Jan 13 | Fly-In / Drive-In Breakfast, Museum, 8-10 | Mar 17 | St. Patrick's Day |
| Jan 13 | Phantom Parachute jump, KTIX | Mar 31 | Easter |
| Feb 10 | VAC BOD Meeting, 12 Noon | <i>Please check the VAC website or with the event for last minute changes before going!!!!</i> | |
| Feb 10 | Fly-In / Drive-In Breakfast, Museum, 8-10 | <i>(https://www.warbirdairmuseum.com/)</i> | |
| Mar 9 | Fly-In / Drive-In Breakfast, Museum, 8-10 | | |



Commander's Report

Norm Daniels, Commander
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Members, volunteers, and friends. As 2023 ends I am happy to report that your museum is ending the year again in the black. Thanks to the Board Members, volunteers, and staff support all pitching in to carry the load, we are in an enviable financial position compared to other museums. Our reputation for outstanding aircraft restoration has gained us donation offers from the Navy and Air Force to acquire a total of 4 additional aircraft. We need to look at what is in the queue for aircraft restoration and repairs to existing aircraft we have on the property. Our restoration workforce unfortunately has diminished. We can use and welcome any help from members, even if it is a day or two a week, who do not mind getting their hands dirty.

The Event Center/Hangar Project plans have been completed for some time and we are waiting for approvals and permits from the City of Titusville and St. John's Water Management District. The massive construction activity in this geographical area has overwhelmed the permitting agencies. Other entities who have applied for construction permits report the same time issues in securing approvals.

We have had some amazing events this year with over 2000 guests at one event alone. Your museum is fast becoming a destination location for many corporations and companies who want to celebrate their milestones and employee workforces.

Bob Boswell, XO recently returned from the ICAS (International Council of Air Shows) with great news about performance teams and performers wanting to sign up and be part of our next Airshow here at TICO Airport. Bob, along with Jolene Clark our Event Planner and aVenue Event Group have already signed up clients for many event dates well into 2024.

Tracy Bohrmann, Finance Officer continues her role in all areas of finance management protecting our financial position with banks, many insurance



The Official Newsletter of the Valiant Air Command

1st Quarter - Jan, Feb & Mar • **Submission deadline - Mar 24th** NL Published - April 1st
 2nd Quarter - April, May & June • **Submission deadline - June 24th** NL Published - June 30th
 3rd Quarter - July, Aug & Sept • **Submission deadline - Sept 24th** NL Published - Sept 30th
 4th Quarter - Oct, Nov & Dec • **Submission deadline - Dec 22nd** NL Published - Dec 31st

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Unscramble Crew: Louise Kleba and Lorraine Juhl

Photo Credits: Bob Boswell, Norm Daniels, Marvin Juhl,
 Lorraine Juhl, Phyllis Lilienthal, Hawk Moore,
 Christine Reynolds, and Larry Titchenal

Please note: Items submitted after the submission deadline will not be published or will be published the next quarter if applicable.
 The Editor reserves the right to not publish submitted items.

companies, receivables/payables and grants. From aircraft acquisition and payroll to paper clips, all fall within her domain.

Richard Jones, Personnel Director along with Louise Kleba have diligently kept all of our software and their sub-systems and upgrades functioning dealing with personnel records, member's communications, volunteer programs, badging, and website management with able input from Martin Pring. The amount of paperwork and documentation at best is daunting.

Leigh Lewis, Flight Operations Director as noted in past UnScramble Issues has done a commendable job in keeping our Tico Belle C-47 in constant demand for parachute drops, appearances, and special events producing revenue for the Museum and covering her maintenance and fuel costs.

Marvin Juhl, Procurement Director with a dwindling volunteer workforce, has been able to keep restoration projects moving forward. The restoration team continues with aircraft paint stripping, corrosion eradication, missing parts fabrication, painting aircraft, and designing and building engine stands for display,

Christopher (Hawk) Moore, Facilities Officer, and the team have managed to keep up with ever-increasing needs for aircraft movement and placement due to many event/client requirements, roof repairs of our Main Hangar secondary roof, maintenance of aged, motorized equipment as well as *Continued on pg 3*

Commander's Report

Continued from pg 2

turning scrap metal into cash. The logistics of managing these tasks involve coordinated planning and execution.

Terry Rush, Maintenance Officer has the job of overseeing and verifying that all our flying aircraft have met and continue to meet all requirements set by the FAA. This includes keeping all the records for all the parts and pieces we purchase for the aircraft to meet the latest standards for airworthiness.

David Shores, Marketing and PR Officer keeps the various media outlets informed of events, special occasions, and anything noteworthy that showcases the Museum and what it offers. David arranges and sets interviews with respective media personnel and follows up to verify that our stories are presented in a professional manner. David is also responsible for placing ads in various publications that have the widest range of distribution and readership.

My hat is off to Phyllis Lilienthal for once again editing and creating the UnScramble.

9 December Fly-in/Drive-in Breakfast



Get your breakfast and sit and enjoy



Omelet line with the F-104 in the background



Barb Rathborne sampling the pancakes



The Chefs are ready for your order



Top Gun Author, Dave Baranek signing books



Bob Boswell, VAC XO, visiting



Executive Officer's Report

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2023 went by way too fast to keep up with all the happenings. It was especially challenging during this holiday season with so many organizations selecting the museum as a venue for their event. Looking forward, we now have monthly bookings throughout 2024 and some in the early part of 2025.

Our Early Bird Fly-In/Drive-In Breakfast from 8-10 am on the 2nd Saturday of each month continues to draw a good crowd. Thank you, Jolene Clark, and your team for providing an outstanding meal. Actual numbers vary depending on the weather and competing events. The Gift Shop provides each breakfast patron a coupon good for 10% off on purchases that day. Help spread the word about this opportunity to get out of the house on Saturday morning and enjoy a chef-prepared breakfast while visiting our museum.

The museum hosted another great Veteran's Day weekend Open House on Saturday and Sunday, November 10th & 11th. Our veteran pilots were there to talk about aircraft they had flown, and the kids enjoyed the bounce house and petting the live gator. The Model Club was there with an outstanding display of their work along with several vendors and the Big Red Blood Bus. Chuck Julian entertained the crowd with his biplane and wing walker. Hot dogs, burgers, and drinks were available.

Thanks to all who brought canned goods for the needy food drive. Also, a special thanks to everyone who made this a remarkably successful event.

Our VAC Christmas Holiday Dinner on Saturday, November 16 was well attended despite the inclement weather. Happy Hour with hors d'oeuvres and door prizes led to a dinner selection of prime rib or pasta & fish. Dinner was followed by more door prizes and dancing. Thanks to all the event planners, volunteer workers, and attendees who brought items for the "Toys for Tots" program.

We will not host an air show in 2024, however, we will return on 15-16 March 2025 with a spectacular Saturday and Sunday show. Martin and Terri Pring joined me at the December International Council of Airshows conference to begin coordination for aerial performers. Friday morning will be "Media Day" and Friday afternoon will be set aside for practice. Friday evening, we will host a "Dirty Flight Suit" party in the Main Hangar.

Continuing to provide rewards to our loyal members, we will have a VAC Member Chalet (tent with

seats and shade) on the AirShow front line where you can stop by to relax and mingle with other members.

In addition to volunteers for the Flight Line Chalets and Beer Garden, we will need volunteers for parking, transportation, set-up, and clean-up. Martin Pring is developing a website specifically for the air show that should be available shortly. When the new AirShow site is operational, please go to the Volunteer Tab and select the jobs and days you would be available.

Santa and crew flew in December 14th aboard Tico Belle for a private event that was held at the Vietnam Hangar



Santa and crew



Santa arriving in Tico Belle



Santa makes his appearance



P R Officer's Report

David Shores, Public Relations Director
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The Army has committed to giving our museum a Gray Eagle Drone (MQ-1C Army version of the Air Force Predator). It is the size of an F-16 and is being prepared for shipment at Red Stone Arsenal in Texas. We should receive it in the near future.



MQ-1C Gray Eagle Drone

We own the VAC's domain name www.warbirdairmuseum.com.

I just purchased two additional domain names to protect the museum from scammers. They are www.warbirdairmueum.org and www.warbirdairmueum.net.

TUI continues to sell tickets to the museum from their website in Europe. We have signed a contract with ITT (Information, Tickets, and Travel) at Patrick Space Force Base to sell our admission tickets. It should go into effect shortly. Groupon continues to sell our tickets.

I sent out press releases for our Veteran's Day Open House on November 11 and 12.

I attended and displayed our literature at a trade show for travel agents held at The Brevard Zoo.

I am meeting with LocalIQ monthly to keep track of and improve our social media content.

Found brand-new tires for the MiG-21 from a dealer in Ft. Meyers.

Working on a new email to go out to the 600+ people who entered our contest for a ride on our C-47 last year. When they entered, they permitted us to keep in touch with them.

Curator's Corner

By Malcolm Cater

The last few months have been busy ones for the Curator Staff. During this period, we have gone through the storage area in the library and sorted and collated uniforms, photographs, artwork, documents, and assorted memorabilia into manageable piles. Several of the small aircraft models were repaired and hung or displayed in the Main Memorabilia Room. Thanks to Chip Chamberlin for his efforts.

Thanks to I Love My Merritt Island Thrift Store for donating several clothes racks, which have come in very useful.

During the sorting operation, duplicate artwork and models were given to the Gift Shop to sell.

On Veterans Day, surplus books were sold to the Public. Thanks to Christine Reynolds and Jack Bradford for manning the table.

A large diorama of a WW2 tank manufacturing facility was donated to the Museum of Military History in Kissimmee; they were delighted with the gift. Thanks to Jack Radford for the delivery.

As many may have noticed, the large model of the P-47 has been relocated to the Main Hangar, during the move, the Tracker Cockpit was brought into the

Main Foyer and will become the second operational simulator. This move also necessitated the relocation of the Link Trainer, now located adjacent to the Veterans Corner. This move has created a significant area for case displays; this will be an ongoing process for the next few months.

A small display has been created in memory of Larry Champion; it is currently in the Main Memorabilia Room and will be relocated to Vietnam Room.

A display was set up for POW/MIA Day in the Main Entrance; it is now displayed adjacent to the Wall in the Vietnam Hangar.

There has been a steady stream of donations over the last few months, including a rare altimeter from the WW1 era.

We are looking into ways to preserve our old documents and photographs; this will entail utilizing digital scanners and printers. We were hoping to apply for a grant to purchase these items, but due to Government red tape we missed the deadline for the application. We have several items that we are unable to display due to the fragility of the paper. A donation was received of front pages of Philadelphia newspapers dating from September 1939 through September 1945; fortunately, it is in a bound folio, and not subject to light.



Facilities Officer's Report

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The Facilities Team continues to provide support for event setup, aircraft movements, aircraft maintenance assistance, event teardown, facilities infrastructure work including electrical, HVAC, bathrooms, etc., and support to other VAC teams. Tom Etter, David Shores, Terry Nies, Roger Tonovitz, Joel McGinley, Jim Bowers, Larry Dickinson, Greg Goetz, Curt Reus, Rob Shaw, Tom Wilke, and Charlie Meyer (The Snowbird has returned) provided outstanding support to the team and museum over the past quarter.

Large events included: Fly-in/Drive-in Breakfast in October and in December; Homeschool Kids of Brevard tour; Alpha Troop Association Tour; Museums of Brevard (Homeschool, Alpha Troop, and Museum events were all in one day) Smith Anglin Financial Client Appreciation Dinner; VAC Member and Volunteer Appreciation Dinner; Marielina and Cole Wedding and Reception; Viera Women's Group Tour; Mary Hill Wedding and Reception; Car, Truck, and Bike Show on the tarmac; Blackstone Valley Regional Technical High School Student Tour; Jason and Samantha Wedding; Parrish Medical Foundation Dinner and Dance; Warbird Air Museum Veterans Day Open House; Faith Christian Academy Tour; Melbourne High School AFJROTC Tour; 5th Space Squadron Event; Blue Origin Corporate Event; Dell Technologies commercial video shoot; Lockheed Martin End of Year Celebration; Civil Air Patrol (CAP) Holiday Event; Morse Communications Dinner, Robert Katz Economic Development Meeting; Coast Physical Therapy Holiday Event; VAC Member Holiday Dinner; and the Quiet Birdmen (QB) Christmas Dinner.



Renovated Bathroom

Roger Tonovitz and WE Supply completed

the men's bathroom renovation project. WE Supply installed the partition and Roger installed the rails and toilet paper dispenser. It's great we have an extra commode in the men's room off the break room. Roger also replaced six wall-mounted LED lights in the Main Hangar (the seventh fixture was behind the American flag and was replaced with a blank plate). He also installed seven additional ceiling-mounted LED lights in the Vietnam Hangar. Norm ordered 12 more LED lights to complete the Vietnam Hangar and one fixture in the Restoration Hangar. Roger installed in-floor anchors for rim/tire separator equipment in the Motor Pool.

Following the completion of the roof, the Facilities team brought back the F-9 from the south tarmac and moved it into the north side of the Main Hangar, along with the SBD, H-19, Tiger Moth, L-4, Me-208, S-51 from Resto Hangar, and the C-45, XP-82, and B-25.

GAF (roof material manufacturer) came and completed a detailed inspection of the Main Hangar roof. The roof passed with flying colors. GAF sent a completed report to Midwest Roofing and we (VAC and Airport Authority) were provided the 20-year warranty paperwork. GAF recommended we contract with Midwest Roofing to do an annual inspection of the roof. We have a quote on that from Midwest Roofing.

Joel McGinley and Hawk took Advent Lutheran's Genie lift back to the church so they could change out sanctuary spotlights and paint around their campus. Right before the Genie lift was taken back to Advent, Joel added an additional valve to successfully control the rate of descent of the lift platform. We will get the lift back for use and storage at the VAC. Joel McGinley, and the Restoration and Facilities teams did a great job fixing the Genie lift at no cost to the museum. Advent Lutheran refunded Joel all the money he spent on parts for repairing the lift.

Joel recycled the copper connectors from Ni-Cad batteries for \$50 in revenue for the VAC. Curt Reus and I took the S-2 simulator, S-2 engine parts, and metal halide fixtures to Dominion Recycling for \$62 in revenue for the VAC.

The C-47 wood and aluminum engine stand was placed on the C-47 Conex behind Resto. The F-5 was moved into the Restoration Hangar. Joel McGinley completed the rebuild of the yellow forklift tilt cylinders with the assistance of the team at different times. Joel had to tighten one of the connections after a minor hydraulic leak and now it's working *Continued on pg 7*

Facilities Officer's Report

Continued from pg 6

well. The Facilities team placed the F-18 and F-16 on the tarmac for the Marielina and Cole wedding. Due to an intermittent problem with the Bad Boy mower, Joel McGinley took apart the battery and switch contacts and cleaned them. He also ordered and installed a new switch for turning on/off the blades and replaced the original battery from 2018.

Jim Bowers welded and finished four brackets for two engine mounts for Restoration. Jim welded some brackets for Mel Juhl on the S-2 simulator. Jim taught Charlie Hammer how to use the torch to cut metal framework.

Terry Nies, Tom Etter, and David Shores removed a flat from the museum's F-11. The tube had blown at the base of the valve stem.

The lower roof over the offices, library, and memorabilia was assessed by ProNet Group. Even though we had gouges in the roof from Hurricane Ian in September 2022, where torn-off roof flashing damaged the metal panels, the roof assessor did not assess the damage as being storm damage. Midwest Roofing provided us with a proposal of \$117K+. Curt and Hawk went onto the low roof to patch leaks. 25 to 30 areas were patched with sealant. Norm is looking for options to get the roof done since we continue to have leaks during heavy thunderstorms in the memorabilia area, library, and conference room areas. Any donations towards the lower roof project would be greatly appreciated.



Roger Tonovitz replacing lights

Roger Tonovitz replaced the blinking metal halide behind the B-52 fixture with an LED light. He also replaced several of the metal halide fixtures on the

west side of the Main Hangar and one fixture on the north side of the Main Hangar. The team used the man-lift, a hose, wet and forget, and scrubbers to clean the mildew off the outside of the Vietnam Hangar behind the B-52. The half-Huey was moved and replaced to safely complete the job.

Terry Nies and Tom Etter fixed the tear in the left front tire on the Bad Boy mower with slime. Joel McGinley found a "false position" in the blade engage switch on the mower. He installed an upgraded switch. Joel cleaned out the carburetor of the mower and when that did not work, he found a fix on the internet for an intermittent choke/carburetor problem by using epoxy glue to fix the choke flapper. This saved nearly \$100 over buying the new part. Joel, Curt, and Tom Etter replaced the mower blade belt. The JLG refused to start the day after Roger had installed a couple of the LED fixtures. Joel was able to get her started after cleaning the distributor contacts. It almost immediately started spewing radiator fluid. The engine radiator flange and thermostat housing fell apart. He was able to order a replacement flange and upper hose and had it fixed the following week. Fun fact: the engine is not the original man-lift engine. From the O'Reilly parts store, it's a transplant from a 1987 Mustang.

Tom Etter, Curt, Larry Dickinson, and Hawk used the man-lift to install six sets of lights and drapes on the inside of the Vietnam Hangar for the Jason and Samantha Wedding (and removed them the following week once the man-lift was fixed).

Tom Etter, Curt, Rob Shaw, David Shores, and Hawk used the man-lift to remove two large oak branches overhanging the north driveway. Curt Reus assisted John Makinson and Dante Roccatani in changing the brakes on the C-47. Joel and Hawk fixed the broken power connection receptacle on the Vietnam Hangar microphone amplifier, alleviating the need to purchase a new one.

The team set up tables, chairs, etc. for the Veteran's Day Open House. The F-8 nose-wheel strut failed out on the south tarmac. John Makinson and Terry Nies fashioned a spacer for the F-8 nose wheel using a tube and a large washer. Terry cleaned and greased the bearings before the nose wheel was re-installed. Don Sheets and Mark Siemer donated bed frames and other metal to our welding shop.

After RJ and Tracy ran a couple of ethernet lines from the server room upstairs to the front of Memorabilia Hall for the simulators, *Continued on pg 8*

Facilities Officer's Report

Continued from pg 7

Curt and Hawk drilled a hole in the drywall to extend the cable into the memorabilia area. Two additional ethernet lines need to be pulled. The Facilities Team cleared a path through the Main Hangar, opened the doors between the hangar and memorabilia area, moved the P-47 display from memorabilia to the rear of the Main Hangar, and assisted with the movement and placement of the S-2 simulator. Tom Etter and Hawk picked up a pallet of water from Walmart with the pickup truck.

David Shores and Hawk picked up new batteries for the beige golf cart (#32) at Sam's Club and installed them into the cart. The old batteries were returned for a core refund. Hawk and David Shores drove to St. Augustine to pick up MIG-21 tires (2 main and one nose tire & wheel), two tow bars, a ladder, a centerline fuel tank, a nose cone, a pitot tube, and two wing rocket pods.

Jim Bowers rewired the dog tag machine, lubricated it, and tested it. The dog tag machine is available to be used in the gift shop if the museum wants to create a small revenue generator with dog tags. Blank tags will need to be procured and gift shop personnel training completed to utilize it. Jim Bowers welded steel structures for the S-2 simulator. He also worked with Charlie Hammer to build metal engine stands for engine displays. Charlie cut all the steel and Jim did the welding. One stand is completed and ready for painting. The other stand is partially complete, awaiting a set of wheels.



Hawk Moore in F-104 cockpit

Bob Boswell and Hawk represented VAC on a tour of Starfighter Aerospace and Knight Enterprises

with local and visiting aerospace dignitaries and then brought the group to VAC for a quick tour of the museum. Bob stated we can schedule tours with VAC volunteers after the New Year to both facilities. Hawk will also schedule a VAC volunteer tour of Space Perspectives after the New Year.

Tom Etter, Terry Nies, and Rob Shaw re-mounted the Fouga main wheels/tires and got her off the jacks. They, with Roger supervising, aired up the OV-1 Mohawk tires (the port tire is flat again). Tom Etter checked and added vinegar to the drain lines of our HVAC systems. Curt Reus allowed his half-track to be used during three events during the period. One event included a "Maverick" look-alike popping out of the half-track for the Parrish Health event. Curt was dressed in a period uniform as well. Curt Reus has assisted with numerous event parking and marshaling duties during the period as well.



Curt Reus & David Shores moving Huey



Tom Etter & Curt Reus pulling T-33

Nineteen aircraft were moved in preparation for the Blue Origin event on 2 December. The Canberra was moved on the south tarmac for the first time since she was brought around from the main *Continued on pg 9*

Facilities Officer's Report

Continued from pg 8

tarmac. The nose strut was nearly frozen from moving and the nose of the aircraft was very light. We believe the rear of the aircraft must be overweight with water since the underside panel was replaced last year. The left bar of the tow bar is severely rusted. The Canberra was moved to make room for the RU-21 to be tied down during the Blue Origin event. The nose strut, tow bar, and water retention in the rear of the aircraft need to be checked before attempting to move the Canberra again.

Joel McGinley is hoping we can find someone who has familiarity with the Christie RF-80K chargers that were donated to us. He checked with the company and one unit is obsolete and he's started to scrap it. The others could be worth thousands of dollars. There are also some aircraft cables and old lawnmower engines on the STEM stand that will be scrapped. Joel switched the Zamboni squeegee edges to a new edge for Greg Goetz. He also ordered new squeegee blades and a scrubber retainer for the unit.

Rob and Curt cleaned out the area at the back of Restoration between the west wall and Conex trailers. Hawk used the weed-eater to whack down the overgrown weeds there and behind Restoration.

Curt and Hawk checked on the Learjet over at the FBO. Both port-side main tires are flat and cracked, and their beads are broken from the rim. The aircraft is also covered with mildew, a sad sight for an aircraft that is due to be donated to the museum. The team supported a Dell Technologies commercial video shoot. Leigh Lewis provided his Cessna 195 for the shoot. Numerous video and still shots were taken outside and inside the Vietnam Hangar.

Tom Wilke continues to do a great job with mowing and weed-eating the entire lawn along with his Restoration duties. Greg Goetz continues to do a superb job with cleaning our facilities and opening and closing.

Norm Daniels and Hawk worked with Justin Hopman of the Airport Authority and received nearly \$100K for the recovery of depreciated cost from the insurance company from the Main Hangar re-roofing effort.

Terry Nies and Charlie Meyer prepped the spare Mig-21 wheel for mounting a new main tire. Once all wheels/tires are replaced on the MiG-21, it will be moved into the Restoration Hangar.



XP-82 Photo Shoot

On 9 December 2023, aircraft were moved and the XP-82 was moved in front of the F-14 for a photo opportunity. All aircraft were returned to their original positions after the shoot.

Curt Reus and Hawk helped unload 63 boxes of Christmas Wreaths for Wreaths Across America. They also added a protective clear tubing to the U-bolt on the F-8 nose strut.

Curt Reus, Jim Bowers, and Hawk tied down the T-33 and T-34 in preparation for the December wind event around the VAC Holiday Dinner time frame.

Jim, Curt, RJ Jones, and Hawk moved the Air Boss/Announcer trailer from behind the Motor Pool so it can be assessed and fixed for future use or scrapped. They also had to use the mobile forklift to open and realign the gate hinges and fix the gate behind the motor pool to successfully extract the trailer.



Air Boss/Announcer Trailer

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Facilities Officer's Report

Continued from pg 9



*Tico Belle fly-by bringing Santa and Vanya the Elf
(photo by John Eggert)*



Tico Belle taxiing in with Vanya the Elf (photo by John Eggert)

Operations and Facilities supported a private event on 14 December 2023. John Makinson and Dante Roccatani piloted our C-47. Chuck Julian and Vanya flew with the event elves. Santa (Dan McAlexander) flew in on VAC's Tico Belle to deliver presents to a throng of cheering children in front of the Vietnam Hangar.



Santa (Dan McAlexander)

I've probably missed many items the Facilities Team does behind the scenes. They continue to do a myriad of jobs to keep the museum running on a day-to-day basis. Docents Chip Chamberlain and John Collins "chip-in" (pun intended) often when we need extra eyes and hands during aircraft movements, cone, sign, and aircraft stand placement, etc." We have a great bunch of folks at the VAC.

VAC's Goodwill Ambassadors



Norm Rathborne manning the VAC Information table at a golf tournament held at The Great Outdoors golf course



Bob Boswell manning the VAC Information table at the Museums of Brevard Open House held at The American Police Hall of Fame



Martin & Terri Pring manning the VAC Information table at the ICAC booth#321



Finance Officer's Report

Tracy Bohrmann, Finance Director
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The VAC had an excellent year overall. Many people have contributed to the success of this organization throughout the year. First and foremost our Commander Norm Daniels, has put countless hours into volunteering and working on every aspect of the VAC operation. His solid and stalwart support of the organization makes all aspects of the VAC and its associated programs work. Some key projects are:

1. Expansion Project: Events Center. This project is beginning to move out of the planning and development stage and into the construction phase. This project has been supported by many individual donations as well as a large grant from the Brevard County Board of Commissioners and an additional grant from the North Brevard Economic Development Zone. This has enabled us to engage in this large project while maintaining all of our other museum commitments.

Our architecture and engineering firm is McDaniel Group Enterprises headed by Aaron McDaniel. He is well-liked and respected by our BOD as well as the Airport Authority and is bringing us closer to realizing the Event Hangar. We have put a down payment on the new building to be built and are poised to begin the ground prep work.

2. STEM program: We continue to run a well-attended STEM program this year under the direction of Louis DePamelaere and Dan McMCAlexander. They have put many hours into presenting this program to local school kids. This year, they have incorporated 3D printing education and have put together several interesting and educational projects for the kids. This program is in part supported by a grant from the State of Florida.

3. Restoration: We continue to restore aircraft of all kinds. This year the Restoration Team completed a Grumman F-11 for the California Science Center, which will be displayed in the brand-new Aviation and Space Museum in Los Angeles upon its completion. The aircraft is on display in the Vietnam Hangar until the museum is finished. Many thanks for all the efforts of Larry Mathis, Tom Wilke, and Marvin Juhl, as well as the many volunteers who made these projects happen.

4. C-47: Leigh Lewis, Terry Rush, John Makinson, Dante Roccantini, Mark Adema, Mike McCann, and Robert Varney have all volunteered many days to fly and care for the C-47, which is the pride of the museum. Due to the efforts of John Makinson, our A&P mechanic, she

files better than ever and is ready to take on almost any flying job.

5. Membership: Thank you to everyone who renewed their membership this year and welcome to all new members! You are the core backbone the museum has been built on.

6. Flight Simulator: Melvin Juhl heads up the new flight simulator in the Main Hangar. Instruction is available for both members and the public as well as free to kids in the STEM Program. Jim Grammatico was instrumental in developing this flight simulator and Melvin has run the program with zeal. Dale Godfrey and Melvin are currently building another simulator that will be a glass cockpit design to enhance our offerings. Several museum volunteers have been trained to be flight instructors on this simulator and work with kids and adults on their first flight experience

7. PX Team: Maureen Larney, Manager; Rich Caiseo, Merchandizer; Sheryl Sanford, Lorraine Juhl, and Mary Paten, Sales Associates, have exceeded all expectations and have worked so hard to welcome all visitors to the museum!

8. The VAC Board of Directors and Administrative Office team (Lorraine Juhl, Louise Kleba, Kenita Bushee, and Denise Mathis) have volunteered many hours to ensure a well-run museum.

9. Special Events: Bob Boswell and Jolene Clark are the main drivers of our special events business. We have had several high-profile clients holding events at the museum such as SpaceX, Blue Origin, and Lockheed Martin to name a few, and the business has steadily grown and will only improve when we have a dedicated building to hold these events in. To prep the space, Hawk Moore and his ground operations team bend over backward to accommodate all guest requests. This entails moving entire hangars full of planes for some of the larger events like the 2,000-person Blue Origin event this December.

10. Chuck Julian has been a lively addition to the museum. He flies a Stearman and is developing a wing walker airshow act.

11. Social Media and New Website: Richard Jones and Martin Pring have teamed up to manage the museums social media presence and develop our new website.

12. ROOF!! We finally got a new roof on the Main Hangar. Thanks for the help from the Airport Authority for their assistance with the roof replacement after it was damaged in Nov 2022 during a storm.

Visitor Count For 2023: more than 23,000 people visited the museum this year! Thank you to everyone who supports the museum and a Happy New Year!



Procurement Officer's Report

Marvin Juhl, Procurement Director
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Aircraft/Artifacts, Conditions, Agreements, And Requirements

VAC has three categories of Aircraft/Artifacts on display. 1) VAC has its own aircraft which has one hundred percent control governed by its BOD. 2) Privately owned warbird aircraft that the VAC allows, under agreement, hangar space for display purposes only. 3) Aircraft that are on a loan agreement with different agencies: GSA, SASP, NMUSAF, NMNA, NASM; loans that must be adhered to by its agreement.

My third quarter newsletter report was on restoration, preservation, and preventive maintenance. This fourth quarter will be concentrating on the loan agreement for VAC-loaned aircraft/artifacts from GSA, SASP, NMUSAF, NMNA, and NASM. Each agency has its own "Loan Requirements", at the bottom line it comes out saying basically the same thing. Although some Loan Agreements can be less restrictive on individual aircraft than others. The following message below is from Loan Agreements, Conditions, and Requirements, extracted from each of the above agencies between Borrower (VAC) and Lender (Agency) in a condensed version for a better understanding of what is involved in obtaining and maintaining agency aircraft for the VAC museum.

Loan Conditions

The Borrower agrees that the loaned property shall be used for static display purposes only. Under no circumstances will the purpose of the loaned aircraft/artifact be treated in any other way than for static display. No parts, ordnance, etc., may be affixed to loaned aircraft without prior expressed written consent from the Lender. No alterations or modifications to aircraft and/or artifacts are to be made without the prior expressed written consent.

The borrower shall not remove any parts from the loaned aircraft for operational usage in any airworthy aircraft. In a similar fashion, all other parts and parts artifacts will not be altered or repurposed without express written consent.

Public access to the interior of loaned aircraft (cockpit, cargo areas, etc.) is prohibited for reasons of aircraft preservation and public safety.

Relocation of all loaned property for temporary special events (parades, ceremonies, air shows, etc.) is not authorized under any circumstances, without prior expressed written consent.

No temporary decorations of any type are

authorized for display on any loaned property, for any purpose (special events, seasonal displays, ceremonies, etc.). Only historically based markings, including crewmember names, may be used on aircraft and other Navy-owned equipment and this agreement precludes the use of markings on this equipment for commercial, fundraising, or sponsorship purposes. The Borrower shall obtain expressed written consent from the Lender PRIOR to painting any markings or insignia onto aircraft, especially with respect to names being applied to aircraft. Failure to observe these conditions can result in the immediate repossession of the loaned property by Lender, at the Borrower's expense.

The Borrower agrees to use the loaned property only in accordance with the instructions outlined in this loan agreement and not, without prior expressed written consent from the Lender, modify, restore, or mount on pylons or any structure above ground in any way, which would alter the original form, design, or the historical significance of said property.

The Borrower agrees to perform routine maintenance to include (but may not be limited to) annual upkeep, periodically required painting, repair of damage, day-to-day care, and removal of environmental concerns, so as not to reflect discredit.

Any authorized additions, modifications, or alterations to the property, equipment, or material resulting from efforts, or at the expense of the Borrower approved in writing in advance by the Lender, and will become a permanent part of the aircraft, and will be considered the property of the Lender unless specifically exempted by the Lender; and upon termination of this Loan Agreement or recall of the property, will be included as part of said property.

Initial Loan Agreement Requirements

Borrower agrees to use the loaned property for display and educational purposes only and to protect the loaned property from vandalism by displaying it only in an enclosed location that provides a safe and secure environment.

Separate attachments with instructions will become a part of the original loan agreement if the borrowed item will be subject to restoration, conservation, or preservation, as a basis for consideration of the loan.

The Borrower agrees to display prominently, (and agrees to make available to the Lender a photo record) a placard with the property at ALL times which contains the loan courtesy credit line. Additionally, articles published or submitted for publication or websites that refer to the loaned property must credit the Agency as Lender of the loaned property with, at a minimum, *Continued on pg 13*

Procurement Officer's Report

Continued from pg 12

the words: "This aircraft [artifact] loan courtesy of: name and location of Lender."

The Borrower shall not make or allow the use of the loaned property in any manner for commercial still or motion video production without prior written consent from the Lender.

Incident Reporting

Borrower shall within one (1) working day of discovery, notify the Lender of any instance of loss, damage, or destruction of the property. Notification to the Lender must be followed by a report of the incident investigation within 30 days of the event.

Borrowers Responsibilities

The Borrower will bear full financial liability for the loss or damage of loaned historical property resulting from negligence, misconduct, or willful violation.

Display/Maintenance Requirements

No aircraft will be renovated, reconfigured, have markings changed, or Bureau/Serial Number altered, or any parts added, removed, or replaced as part of a planned restoration effort without prior expressed written consent.

The Borrower agrees to maintain loaned aircraft in good material condition including corrosion control, painting, preservations, and maintenance on components such as canopy seals, tires, and wing-fold mechanisms.

The Borrower agrees that all aircraft, missiles, and artifacts on display will have an identification sign adjacent to each display. For aircraft and missiles, note the type, model, and serial number. If (with prior expressed written consent of the Lender), the aircraft or missile has been reconfigured, markings changed, or serial number altered after acquisition for display purposes, it will be stated on the sign and noted in all records as follows: "The_(item)_ on display is actually __ (nomenclature)_, Bureau/Serial No. __, but painted and marked to depict (nomenclature) __ Bureau/Serial No. __, assigned to the (unit and/or person) _ in {location or theater} during (year)."

Acknowledgments

Borrowers should recognize that in accepting from the Lender, acting on behalf of the historical property on loan for the purpose of displaying it, that they incur a significant maintenance and security responsibility as listed in the Loan Agreement; Attachment, "Instruction for Preparation and Maintenance of Safety for Display

Aircraft" and Attachment "Instructions for the Care of Artifacts." Failure to have proper tie downs, repair damage, insurance coverage, performance of annual upkeep, ensure proper security requirements, maintain adequate fire suppression systems for loaned items housed inside buildings, etc., may be viewed as gross negligence. While proof of ordinary versus gross negligence is generally a question of fact and may vary from jurisdiction to jurisdiction, the failure to protect loaned property after proper direction to do so is an act of negligence and possible gross negligence. Black's Law Dictionary, Seventh Edition defines Gross Negligence as "a conscious, voluntary act or omission in reckless disregard of a legal duty and of the consequences to another party, who may typically recover exemplary damages."

Conclusion

Loan agreements can vary in length among the different Agencies as well in type of Aircraft/Artifacts. As stated above, this Loan Agreement was extracted from the differences in the listed Agencies and was put in a condensed form for a better understanding of VAC loan aircraft agreements, conditions, and requirements. Please understand that the Agencies are very cooperative and understanding of the VAC Warbird Museum's needs. It's a two-way street.

Rhett Bandy is enjoying his visit to the VAC Warbird Museum



This article is being published to commemorate LCDR Smith's service to his country and is an updated version of a prior article.

We have since received his flight suit and US Navy helmet painted red with his call sign "TATER", which is on exhibit near the F-14 Tomcat in a lit display case. Once the new Event Center/Hangar is completed this exhibit will be showcased in a prominent area along with appropriate building graphics and signage.

**An Exemplary U.S. Naval Aviator
LCDR Stockton Newbold "Stocky" Smith, USN
12 August 1954 – 19 August 2018**

Stockton Newbold Smith was born on 12 August 1954 and graduated from the University of Virginia Navy ROTC with a B.S. in Aeronautical Engineering. He entered the U.S. Navy in May 1977 as an Ensign and received his commission as a lieutenant, (LTJG) in June 1977.



In November 1978, LTJG Smith graduated from the naval aviator training school at Naval Air Station (NAS) Pensacola, Fla., and received his wings. From November 1978 to November 1980, LTJG Smith was a flight instructor for the Douglas TA-4J Skyhawk subsonic light-attack aircraft with Training Squadron 25(VT-25) Cougars at the former NAS Chase Field, Beeville, Texas.

In 1979, he graduated from the Navy Fighter Weapons School at NAS Miramar, San Diego, California. From November 1980 to December 1981, LTJG Smith flew the Grumman F-14 Tomcat with Replacement Squadron (FRS)VF-101 Grim Reapers based at NAS Oceana, Virginia. On 1 July 1981, LTJG Smith was

promoted to Lieutenant.

From December 1981 to December 1984, LT Smith was a Navy Fleet Pilot with (FRS)VF-41 Black Aces, assigned to Carrier Air Wing 8, during that time he engaged in air-to-air combat with enemy aircraft. LT "Stocky" Smith was awarded the Navy and Marine Corps Achievement Medal on 2 Dec 1983 for meritorious action by the Commander of the Naval U.S. Air Force Atlantic Fleet.

From December 1984 to December 1987, LT Smith served as an F-14 Tomcat instructor with the VF-101 Grim Reapers at NAS Oceana. On 1 Feb 1987, LT Smith was promoted to LCDR, and he continued flying the F-14A Tomcat with the US Naval Reserves until he retired from the service. Concurrently, while serving in the US Naval Reserves, Stockton flew as First Officer on MD-80 aircraft for more than ten years for American Airlines.

Stockton Smith's Grandfather, Henry B. du Pont, in 1927 founded the Atlantic Aviation Corp., headquartered in Wilmington, Delaware. Atlantic Aviation was at one time the largest fixed-base operator in the United States. Stockton Smith served as Chairman of the Board of Directors and was involved in the day-to-day operations until the company was sold in 1997.

"Stocky" passed away at age 64 on 19 August 2018 at his home in Villanova, Pennsylvania.

LCDR Stockton flew aircraft like the ones shown below



F-14 Tomcat is on display at the Warbird Museum



TA-4J Skyhawk is on display at the Warbird Museum

Snapshots from 9/30/23 VAC Dance Party *By Christine Reynolds*



Snapshots from 9/30/23 VAC Dance Party continued from page 15



Snapshots from December 16, 2023 VAC Holiday Dinner

By Larry Titchenal



Snapshots from December 16, 2023 VAC Holiday Dinner

continued from page 17



December 16, 2023

VAC Holiday Dinner

Happy Hour
5:30pm to 6:30pm
Cash Bar - Dinner to Follow
Door Prizes

\$20 PER PERSON

Bring your Toys For Tots

Adults 18 and over

Reservations Required By 7 December 2023
321-268-1941 ext 4112
Pick up your tickets at the Gift Shop or at the door

Happening in the Resoration Hangar now



Cindy Ramsey polishing the wing on our C337 Skymaster



This will become a simulator when finished



Fouga CM.70 Magister being painted



4th Quarter Review • October, November, December • 2023

2023 Valiant Air Command Docents



Back Row L to R: (1)Don Henry (2)Dale Godfrey (3)Elmer E Rivera (4)Chris Sopko (5)Natalie Lewis (6)Chip Chamberlain (7)Curt Myhre (8)Bill Lites (9)Vern Coauer (10)Mac McCauley (11)Gordon Hewitt (12)John Collins (13)Dan McAlexander

Front Row L to R: (1)Hunter Osburn (2)Don Green (3)Bob Behling (4)Eli White (5)John Piowaty (6)Teresa Shipley (7)Ron Hull (8)Malcolm Cater (9)Dick Lanoue (10)Jim Cochran (11)Ryan White (12)Curt Whitman (13)Allen Klatt (14)Al Meier

Fouga CM.70 Magister being painted in the Restoration Hangar



Valiant Air Command, Inc.

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Website: www.valiantaircommand.com - Email: warbirds@valiantaircommand.com

Veterans Day Weekend Open House

November 11 & 12th, 2023

4th Quarter Unscramble Supplement



Kenita Bushee and Louise Kleba



Dan McAlexander & helper at the STEM table



Jack Major & Mark Siemer marshalling planes



Don Henry & Bob Boswell



The hard working food servers on Saturday • l to r: Lynn Jacobs, Denise Mathis, Lorraine Juhl, Joann Baxter, Judy Lyons, Suzie Brown, Donn Brown, Linda Hammer, Barb Rathborne

Veterans Day Weekend Open House

November 11 & 12th, 2023

4th Quarter Unscramble Supplement



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



Bill Gillespie ready for questions



<https://davchapter109.weebly.com/>



<https://www.usatsflighttraining.com/>



l to r: Sherrie Brio, Mark Brio & Bob Carr. A beautiful display of boats that light up and blow smoke.

Veterans Day Weekend Open House

November 11 & 12th, 2023

4th Quarter Unscramble Supplement



Top Gun Author, Dave Baranek



Mark Brio displaying his Tug Boat



Norm Rathborne & Cindy Marini



The Bounce House was busy



Getting ready to accept donors



A beautiful restored WWII half-track



American Legion's poppy drive



<https://www.facebook.com/p/Spaceport-Treats-100063552641163/>