



UNSCRAMBLE

The Official Quarterly Newsletter of
Valiant Air Command, Inc.

Quarter 1 2026

Topics



Commander's Report

Marvin Juhl
pg 4-5



Flight Ops Officer's Report

Robert Varney
pg 5-6



PR Officer's Report

David Shores
pg 8



Procurement Officer's Report

Martin Pring
pg 8-9



Facilities Officer's Report

Hawk Moore
pg 10-12



Webmaster's Report

Martin Pring
pg 14-15



Curator's Corner

Don Jennings
pg 16-17



Guest Article

Anonymous
pg 18-19

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

Closed Thanksgiving, Christmas and New Year's Day,
Air Show and Special Event days as required

Beginnings...

The Oxford English dictionary defines the word scramble as “an effort to perform an action or achieve a result hurriedly, clumsily, or in an uncontrolled and undignified manner”. Originating during the Battle of Britain, scrambling has come to be known in military aviation as the act of mobilising aircraft as quickly as possible in reaction to an immediate threat, usually to intercept hostile aircraft.



It thus stands to reason that a busy facility such as the Valiant Air Command, Inc. would need a place to “UnScramble” after the flurries of activity described in each edition of our quarterly newsletter. This literary collection serves as a reminder to each member of the staff, the board, and the public that the VAC is a living, breathing entity, and that each event planned and project undertaken works toward a common goal set forth by the museum’s original 12 founders in 1977: finding, acquiring, and preserving a collection of legacy military aircraft with which to educate visitors about the significant contributions these aircraft and their pilots made to history.



Valiant Air Command Warbird Museum’s S.E. Asia “Flight Deck Warriors” under a very cloudy Florida sky

Volunteers are the backbone of Valiant Air Command, Inc. We operate with a minimal paid staff, but it is our community of volunteers that is responsible for most of the major activities in the museum – from maintaining and flying aircraft to educating and guiding our guests, or organizing our social and special events. We are always looking for good people to join the VAC family.

Many volunteers start out as tour guides and then move into an area that interests them. While we do ask for a minimum commitment of 4 hours a week, most people contribute much more. Our volunteers come from diverse backgrounds – some have years of experience in aviation, while others have no prior experience with warbirds but are interested in finding a rewarding opportunity to support the community. The minimum age for volunteer applications is 18. To fill out our volunteer application, visit our website at www.valiantaircommand.com/volunteer.

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.

Commander's Report



MH-53 Sea Dragon

This first quarter of 2026 did not start out well with the passing of our commander Bob Boswell, who headed west in mid-January. (See his obituary elsewhere in this issue.) I am still somewhat surprised that there are many who ask, "How's Bob doing?", and didn't know of his death. As his Executive Officer it has been my privilege and honor to serve under Bob's command. While I served as XO, he taught me that the word "Commander" is much more than just a title. The position comes with big responsibility in leading the Valiant Air Command, Inc.

One would think my experience working in the VAC as a Member-Volunteer since 2016, serving on the Board Of Directors as Director of Maintenance, Procurement Officer, and Executive Officer, along with my past experience as a business manager working in the aviation businesses most all my life, I could easily step into the role as Commander. NO, that's not so. Bob taught me that a true commander cannot be given the position but has to earn it first to himself and then to others.

Many thanks go out making this first quarter successful. It takes a joint effort to make things happen in spite of difficult times where we have lost a strong and beloved leader.

Looking then to the future, coming up next quarter, we have a very active schedule for our flagship, Tico Belle, that will attend airshows and have people falling out (paratroopers!) multiple times. Our museum is a must-see for students and groups across Central Florida and the county. We're hosting the Artemis Launch party to celebrate that historic event. We're very involved in Sun'N'Fun this year and will be hosting aircraft supporting that event as well as the Cocoa Beach Airshow. Several car clubs are scheduled to showcase their vintage and classic vehicles at the VAC for photos with airplanes and good times.

The Event Center is slowly growing a list of events and has scheduled weddings, expos, luncheons for our STEM students, reunions, and such even as we work to put the final touches on the place. This facility is now a new revenue source for VAC in helping with long-overdue museum face lift (interior and exterior), parking ramp lighting, overhead canopies for entranceways, roof repairs, and landscaping.

(continued pg 5)

(continued from pg 4)

The success of this museum is directly a result of our volunteer staff. But as with every volunteer organization, the VAC is in need of still more volunteers for things such as improving landscaping of our grounds. Think potential frustrated gardeners, as this effort will take a long time and must be forever maintained. Their effort would make visiting here like, "wow!" A decent effort will require crews to work in different areas of responsibility who realize it can't be done overnight but are willing to stick around and see the end result. Bring your friends to work if they are bored at home and want to make an impression to Florida and museum visitors. Our visitors already know how great our current team is with our aircraft. But there is so much more we can do to surprise them.

As I enter the next quarter in leading the VAC, I want to acknowledge that I will be as successful only as much as my team continues to work together to achieve the same successful result. This includes too many Volunteers to name here (I am limited on space per the editor!), but most especially my Executive Officer Greg Hale, Treasurer Tracy Borhmann, Personnel Officer Richard Jones, Facility Officer Hawk Moore, Public Relations Officer David Shores, Procurement Officer Martin Pring, Flight Operations Robert Varney, and Maintenance Officer Isaac Silver. Special kudos to the staff and respective leads of our Event Center, STEM, and Curator team.

Contact me if you have recommendations for the continued growth of our museum.

Marvin Juhl, Commander

Email: Marvin.Juhl@valiantaircommand.com

(321) 268-1941



Flight Ops Officer's Report

From a Flight Operations Standpoint, everything is on track to have a Banner Year in 2026. We are busier than ever, and the phone calls keep coming in to attend events, often leading to having to turn down flying because we are already flying another previously booked event. A great problem to have. Below are a couple

highlights of what has already happened this year. Q1 for Flight Ops is relatively slow, so not too much to announce.

- C-47 spare engine has been picked up and delivered. Currently sitting in the museum foyer.
- A Pilot Ground School was held in February, and three new First Officers were trained, adding to our pilot roster and availability. Overall, it was a great success. This is now mandatory once a year for all flying pilots in the interest of SAFETY.
- BT-13 project is currently being assessed and will be on the market soon for sale, freeing up much needed space in restoration while raising money.
- ARMY Golden Knights Jump at KTIX worked out well and was an amazing opportunity to highlight the VAC Capabilities.

I said in earlier reports that the health of the C-47 from an operational standpoint is on point and she is running well. While the job is NEVER done, I can say with certainty that Tico Belle is in the best shape of her life. Again, I would like to send a special thanks to our pilots and volunteers that come in and turn wrenches and wipe down and prep the bird for flight month after month. A special shout out to Dante for putting in some serious work and long hours this year, as he always does, playing a crucial part in keeping Tico Belle flying. If you see

(continued pg 6)

(continued from pg 5)

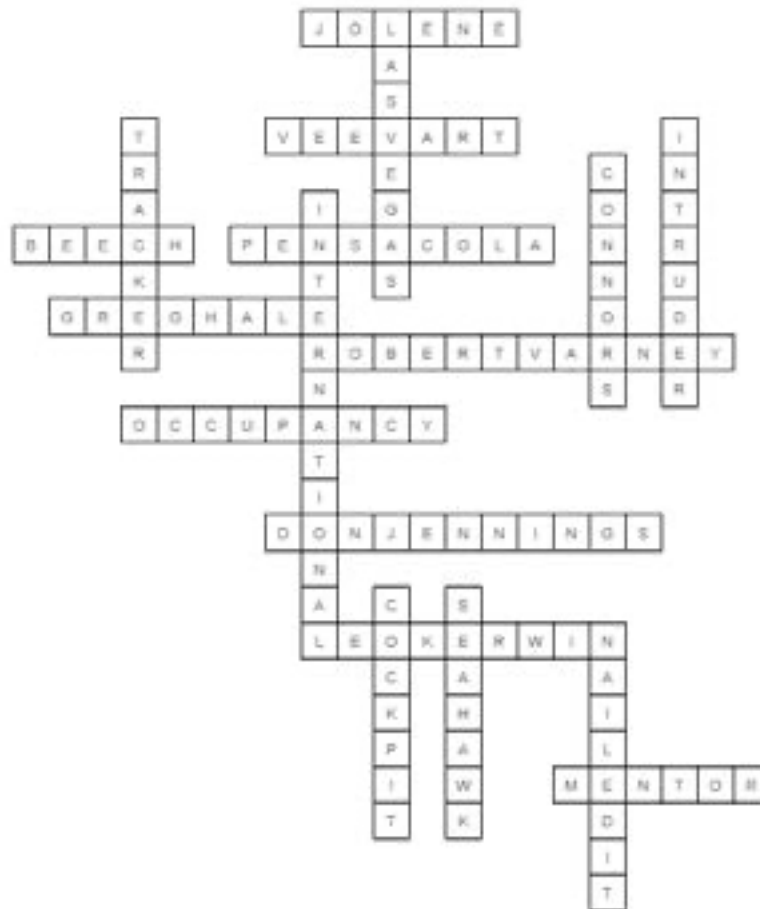
Dante around, please say a small Thank You.

If you might be interested in traveling with the C-47 to and from day shows or events and can utilize technology to set up a small PX, please reach out. This is another way to get to fly and help raise money. As a reminder, it doesn't matter if you are a pilot, mechanic, janitor, grass cutter, restoration, motor pool, tug driver... whatever. WE ALL are on the same team and not one group can do it all. We need everyone to work together and to be included if we are to be a success. So, if in the past if you wanted to be involved in the C-47 in some way shape or other and were told no, please reach out and I will see how to best utilize your skills and time. I look forward to bringing the FUN and excitement back and working with all of you. If anyone has any questions, concerns or great ideas that they think would help regarding Flight Operations, please reach out to me. I would love to hear them all, the good and the bad.

Robert Varney, Flight Operations Officer
Email: Robert.Varney@valiantaircommand.com
321-795-8376 (cell)



Quarter 4 Crossword Puzzle Answer



Across

- 1 _____ Clark, Events Director
- 4 New membership program
- 8 C-45
- 9 Location of the National Naval Aviation Museum
- 10 UH-1 crew chief
- 11 Flight Operations Officer
- 12 Certificate of _____
- 13 Library Collections Database Lead
- 16 Founding VAC member who has recently 'gone west'
- 18 T-34

Down

- 2 Location of ICAS
- 3 S-2 _____
- 5 A-6 _____
- 6 Andrew _____, Mayor of Titusville
- 7 _____ Council of Air Shows
- 14 A compartment for the pilot, and sometimes also the crew, in an aircraft
- 15 SH-60 _____
- 17 _____ Roofing Solutions

PR Officer's Report



Admission ticket costs have been updated from \$22 to \$25 (\$23 for senior and military) at Groupon, Viator, and Patrick SFB ITT. Groupon has sold 7,942 tickets, netting us \$87,474.60 since we have done business with them.

Florida Today covered the Golden Knights' display at the Embry Riddle luncheon, and we had a full-page article in the paper and online.

I will be checking in with the Mayor of Titusville and our County Commissioner.

We had a full-page ad in the program of the Seaside Peacemaker's quilt show, which was attended by about 1,000 people.

The Honorable Pete Hegseth (Secretary of War) was at our Event Center in February to swear in 59 new military recruits. The Department of War mistakenly reported that the event took place at Patrick SFB.

Martin Baker Company UK will visit our museum April 13th to photograph our F-14 with a pilot who ejected from an F-14 using one of their ejection seats.

David Shores, PR Director
Email: PR@valiantaircommand.com
(321) 268-1941 ext. 4106



Procurement Officer's Report

The Procurement team has been actively progressing several key initiatives to support the preservation and enhancement of our collection.

We are pleased to report that the required Navy and Air Force condition reports have now been successfully completed and submitted. These reports include detailed imagery and documentation covering both aircraft and associated memorabilia, ensuring full compliance with all applicable regulations and stewardship requirements.

In addition, we have recently taken delivery of a number of simulators from the U.S. Navy, further strengthening our educational and interactive capabilities. These include:

- S-3 Tracker simulator
- F-14 cockpit
- Two F-18 cockpits
- A-4 cockpit
- T-34 cockpit
- A-6 cockpit

A significant focus is currently being placed on the F-18 cockpit project. The newly acquired F-18 simulators are being carefully stripped and integrated into our existing aircraft. This work will allow us to enhance the cockpit with additional components, including an ejection seat, instrument panel, and associated instrumentation, resulting in a more complete and accurate representation for visitors.

Alongside this effort, restoration work is underway on the H-19 Chickasaw. The aircraft is currently being stripped down to address cleaning and corrosion concerns, as well as to facilitate the replacement of its windows, helping to preserve the aircraft for long-term display.

Work also continues on the OV-1 Mohawk restoration. As part of this project, we are exploring options to relocate the aircraft to a more suitable position away from tree cover and Spanish moss, which will aid in its

(continued pg 9)

(continued from pg 8)

preservation. Additionally, plans are being considered for the installation of an illuminated display sign to further enhance its presentation and visitor experience.

Looking ahead, we are excited to begin developing a new “Plane Captain” volunteer initiative. This program will assign dedicated volunteers to individual aircraft, giving them a greater sense of ownership and involvement in the collection. Responsibilities will include monitoring and reporting any issues, maintaining cleanliness, researching and documenting the aircraft’s history, and contributing ideas toward ongoing upkeep and improvements, including paintwork where appropriate.

We are actively seeking volunteers who are passionate about aviation and would like to take a more hands-on role in preserving our aircraft. If you are interested in becoming a Plane Captain and helping us maintain and enhance our collection, we encourage you to reach out to the team to learn more and get involved.

These ongoing efforts reflect our continued commitment to preserving aviation history while improving the quality and accuracy of our exhibits for the public.

Martin Pring, Procurement Officer and Webmaster
Email: Martin.Pring@valiantaircommand.com
(321) 223-1615 (cell)



SUBSCRIBE TO OUR YOUTUBE CHANNEL!

Valiant Air Command, Inc. – Bringing History to Life Online

Join us online as we launch our brand-new YouTube channel—your front-row seat to aviation history in motion.

- Veteran Interviews – Real stories from those who served
- Event Coverage & Livestreams – Experience it all, even from home
 - Aircraft Walkarounds – Explore our warbirds up close
- Behind-the-Scenes Access – Discover the restoration and care of our collection
 - Memorabilia Spotlights – Dive into the history behind rare artifacts
 - Volunteer Stories, Special Features, and More!

Whether you're a history buff, aviation fan, or just curious about our mission — there's something for everyone.

Help us preserve history, honor our veterans, and inspire future generations—one video at a time.

Please Subscribe At:

<https://www.youtube.com/@valiantaircommandinc>



Facilities Officer's Report



The Facilities Team continues to support daily operations, event setup, aircraft movements, aircraft restoration/maintenance assistance, event teardown, aircraft movement back into the hangars, facilities infrastructure work, and support to other VAC teams. Tom Etter, David Shores, Terry Nies, Roger Tonovitz, Joel McGinley, Jim Bowers, Larry Dickinson, Curt Reus, Greg Goetz, Tom Wilke, and Steven Ozier provided excellent support to the team and museum over the past quarter. Jack Bradford, Chip Chamberlain, Mark Siemer, John Collins, Charlie Hammer, Jacob Ross, and others provided periodic outstanding support to the Facilities Team with aircraft movements, cleanup, etc.

Joel McGinley and the Facilities team do an amazing job keeping museum's equipment up and running. Besides our pickup truck and zero-turn mower, all other equipment is from the last century. Without Joel's and Jim Bower's equipment expertise, the museum would be in a world of hurt. Thank you, Joel & Jim, job well done! Facilities moved the spare C-47 engine into the air-conditioned area in the Main Hangar memorabilia area in January. Jim Bowers designed and fabricated a stand to store the engine with vertical prop shaft. The engine should be transferred to the new stand in the next few weeks.

The team Installed a platform under the microwave in Event Center kitchen. They moved H-19 helicopter from the South ramp into Resto for corrosion control.

Hawk removed the TBM Avenger rudder, horizontal stabilizers, and ailerons from the back of Resto wall so they can be sold. The team moved the Me-208 engine to the Main Hangar south roll-up door for pickup. It still hasn't been picked up. The team also helped remove and trash old C-47 fuselage padding and other items from Resto. Jim Bowers welded and fixed the trailer tongue and light package on the additional trailer. It needs to be registered and tagged but is ready for use.



Greg Goetz moves H-19 from South Ramp

Steven Ozier and Jim G. installed a stereo system in the



Bob Boswell Celebration of Life

man-cave for music in the Vietnam War Era area. Steven did the audio work for Bob Boswell's memorial.

Jack Bradford and Hawk moved Bob Boswell memorabilia from their house to VAC and back for Bob's Celebration of Life in February. Chip Chamberlain fixed the broken engine mounts of Bob's B-52 model and Hawk remounted devices in Bob's shadow box for the event.

Steven Ozier sprayed down the weeds growing in the bricks in front of the Vietnam Memorabilia entrance. In March, Steven identified the location of the water leak we were dealing with. Mark Siemers and Hawk repaired the broken water pipe out near Tico Road that caused a much higher than normal water bill.

The team moved all south ramp aircraft to east side of ramp to make room for Open House with the U.S. Army Golden Knights and their DeHavilland Dash 8 (C-147A), Joe Remudo's MiG-17, an L-39, three Spruce Creek T-34s, and Florida Fish and Wildlife Conservation Commission's Cessna Caravan. All members and visitors thoroughly enjoyed the event.

Roger Tonovitz fixed a leaky water pipe in Event Center men's bathroom. Jim Bowers and Tom Etter fixed the event center gutter downspouts. Mark Siemers and Hawk fixed the pipe connections from the Event Center gutters to the underground drain field by mixing 580 pounds of concrete to shore up three poor connections

(continued pg 11)

(continued from pg 10)

that were causing erosion between the two hangars. Jim Bowers and Hawk installed three roof panels onto the low roof of Restoration Hangar to fix a multi-year leak that rotted the inside platform and caused mildew in the Maintenance room.

Jim Bowers designed and fabricated an engine stand for the C-47 spare engine, a MiG engine, and a stand for a Huey transmission. Jim and Charlie Hammer cleared out rusty steel behind Resto and rearranged the usable steel and aluminum so it's under cover and easier to access.

Joel McGinley and Hawk replaced the tires on the Zamboni floor cleaner. Tom Etter, Terry Nies, and Hawk cleaned out several control joints in the Event Center lobby and hallway due to ant activity. They vacuumed up the ant piles and applied ant bait into the cracks. There have been no ants since that day.

Roger Tonovitz fixed an inoperable light switch in the Event Center area. area. Roger Tonovitz, Tom Etter, and David Shores removed the compressor from the outside of the Main Hangar, removed the lean-to roof and cleaned up the outside of the building. Roger, David, and Hawk removed the conduit and 6-gauge wire from inside of the Main Hangar to be used when the compressor is installed behind the Resto Hangar. Roger Tonovitz, Terry Nies, Mark Siemer and Hawk helped clean the compressor before Larry Mathis expertly painted it red and silver. Roger installed an 80-amp breaker in the restoration panel for the compressor move. Roger replaced a 120-volt outlet at the Gift Shop.

Hawk ran two Ethernet cables from the server room to the center of the new Event Center, above the ceiling. The cables will be used to install a WiFi access point under the ceiling in the hangar.

Tug #6 "Stick-Shift" had a flat left front tire. Joel and Tom replaced the innertube. The JLG man-lift engine had issues in February. The engine distributor had failed internally and parts nearly obsolete! Joel bought one on e-bay and it was received damaged. Jim Bowers and Joel made one working unit from both units. They also replaced ignition module, wires and spark plugs. In March, the manlift had a huge hydraulic oil leak and would not lift during Event Center Ethernet work. The main hose from the pump was leaking. Joel ordered a new one that got stuck in the USPS system. Joel bought Stop Leak, which has helped in the past. The hose should be replaced and the manlift back in operation by the publishing of this article.

The team took scrap metal to Dominion Recycling in January and March for \$330 in revenue to the museum. It placed spare 8" x 15' piping from the new Event Center for storage behind Resto. The team found 19 water spigots on museum property and left them dripping during the two nights of hard freeze in February, protecting from broken pipes. We jacked up and blocked the starboard main wheel of XP-82 for Tom Reilly to keep from ruining the tire. The tube had failed and tire had gone flat with the freezing weather. The team aired up C-123 tires on three occasions. Steven Ozier did a great job keeping all other aircraft tires aired up during the entire quarter.

Joel McGinley replaced the dirty engine air filter of the C-123 tug. He replaced the batteries in our Commander's mobility scooter. He was only getting 1/2-day use. Joel is also watching a low battery voltage trend in our Ford F-150 pickup truck. He may need to replace the voltage regulator or alternator. Joel also tested, checked and charged our museum lawn mowers and three generators.

When Tug #4 "Dually" would not start, Joel found and replaced the failed ignition coil. He also rebuilt the right rear brake with new cylinder cups. Joel and Tom Etter repaired the parking brake after Jim Bowers repaired the brake plate and Joel found replacement brake shoes. The parking brake parts are obsolete; Joel found replacement shoes on an antique "MOPAR" site.

Joel McGinley, Tom Etter and Hawk repaired the split rollup compressor line in Motor Pool. Joel had to procure and install a new connection to the end of the line. Terry Nies spearheaded replacement of the carburetor on the low boy tug with the assistance of Tom Etter, Joel McGinley, Jim Bowers, and Hawk. Jim Bowers created a metal stand for the Event Center donor plaque. The plaque will be secure and easily moved.

Jacob Ross assisted Hawk with demo'ing the Maintenance Room from the previous leak in Resto. They removed the rotted plywood platform, moldy drywall, and insulation to prep the room for restoration and replacing of fire and alarm panels in the coming weeks.

(continued pg 12)

(continued from pg 11)



In early March, David, Andrea, and Cesar (father) Rodriguez from Techsas Pressure Washing donated cleaning of the front of the museum for the cost of gas and cleaning supplies. David has been coming to the museum since he was 10 years old. For their expert pressure washing services, contact David at (689) 899-8826 or email him at techsasservicesllc@gmail.com.

Hawk Moore, Facilities Director
E-Mail: hawk.moore@valiantaircommand.com
(843) 327-6474



Jim Bowers, Hawk Moore, and Steven Ozier



B-52 with Porsche and Mercedes Benz



L-39 (top) and Mig-17 (bottom) visiting for the Embry Riddle Luncheon with ARMY Golden Knights



ARMY Golden Knights paratrooper with MIA/POW flag

Gone West...



In Memoriam — Irving “Bob” Boswell (January 14, 2026)

It is with deep sorrow that Valiant Air Command, Inc. mourns the passing of Irving “Bob” Boswell, a beloved leader, mentor, and cornerstone of our organization. Bob served the museum in numerous leadership roles, including Air Show Director, Commander (2024–January 2026), Executive Officer, and Operations Officer, guiding the organization with professionalism, integrity, and unwavering dedication.

Bob’s life was defined by service and aviation. During the Vietnam War, he served as a combat forward air controller, flying solo missions in Cessna O-2 SkyMasters at low altitude in hostile airspace to identify enemy positions and direct air and artillery strikes. He directed thousands of combat sorties and, on January 28, 1973, flew the final combat mission of the Vietnam War, a historic moment marking the end of an era.

Across a distinguished career, Bob accumulated more than 6,000 flight hours in over 30 aircraft types, including 600 combat hours, earning 24 decorations and serving as both a senior leader and flight instructor. Even in retirement, Bob never slowed down—devoting countless hours to the Valiant Air Command mission, often saying with a smile, “I work more now than when I worked for a living.”

Bob’s final resting place will be Arlington National Cemetery. His leadership, friendship, and passion for aviation history will forever remain part of the fabric of Valiant Air Command, Inc.



(Pictured right: Bob Boswell with Cessna O-2 Skymaster)

Webmaster's Report



Over the past quarter, we have continued to expand both our digital presence and the tools that support our operations. One of the key developments has been the launch of a dedicated social media page for our Event Center, Venue On The Horizon. This page will focus specifically on promoting our venue capabilities, including weddings, corporate events, and private functions, allowing us to reach a broader audience beyond traditional aviation enthusiasts. We encourage all members and supporters to visit and follow the page: <https://www.facebook.com/VenueOnTheHorizon/>. This is just the beginning, as we are planning to expand the brand further with the launch of Instagram and LinkedIn pages in the near future to better target different audiences and increase bookings.

Social Media Performance

Our primary museum Facebook page continues to show strong and consistent growth. Over the last 90 days, the page achieved:

- 532,297 total views
- 11,764 3-second video views
- 42 1-minute video views
- Our audience has grown to 23,360 followers, with 335 new followers and 108 unfollows, maintaining steady upward growth.

Notably, 68.2% of views are coming from non-followers, demonstrating strong reach beyond our existing audience and helping introduce the museum to new visitors.

Content performance highlights:

Link posts (50.7%) are driving the majority of views, showing strong engagement with website-driven content such as events and ticketing. Photo posts (30.1%) continue to perform reliably. Additional formats such as multi-photo posts and reels contribute to overall reach and discovery.

Traffic sources:

- 53.7% from the feed
- 26.2% from reels
- 14.5% directly from our page

Our audience remains primarily U.S.-based, with strong engagement locally across the Space Coast region, and the majority of users falling within the 35–65+ age range.

Website Performance – <http://www.valiantaircommand.com>

Our website continues to be a critical driver of engagement and visitor planning.

- 8,229 site sessions
- 6,697 unique visitors
- 22,237 page views
- 71 clicks to contact
- 39 form submissions

(continued pg 15)

(continued from pg 14)

Engagement remains solid, with users spending an average of 3 minutes 57 seconds per session and viewing 2.1 pages per visit.

Top-performing pages:

- Homepage: 5,847 visits
- Portfolio: 1,257 visits
- Contact page: 1,208 visits

Most clicked actions:

- “See our Collection” – 613 clicks
- “Plan your Visit” – 407 clicks
- “Upcoming Events” – 259 clicks

Traffic sources:

- Google (Organic): 4,008 sessions
- Direct traffic: 2,922 sessions
- Facebook (Organic): 354 sessions

We are also beginning to see early adoption of AI-driven traffic, with visits originating from platforms such as ChatGPT and Gemini.

Martin Pring, Procurement Officer and Webmaster
Email: Martin.Pring@valiantaircommand.com
(321) 223-1615 (cell)



ARMY Gold Knight paratroopers dropping from the Tico Bell for training during Embry Riddle luncheon



Curator's Corner

By Don Jennings

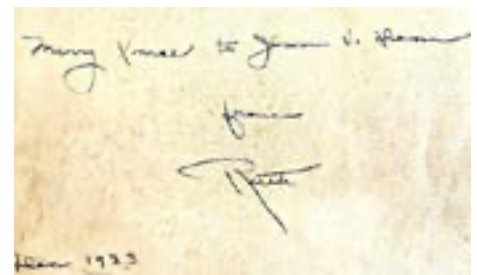
A Book Ahead of Its Time

Every so often, an artifact arrives at the Valiant Air Command's Library that does not just add to our collection—it inspires a journey. Recently, one such book sent us down a historical rabbit hole that reminded us of why preserving the past is so essential to understanding the present.

The donated volume is a striking photography book titled *“The First World War, A Photographic History”*, edited by Laurence Stallings. It's an oversized pictorial history of the conflict but there was something about this book that stopped us in our tracks. On the inside cover was a handwritten Christmas message dated from 1933. This led us to immediately look for the copyright date which was also 1933. Why would a book published years before the outbreak of World War II already be calling the earlier conflict “the First World War”?

That simple question sent our curator team straight into research mode, and the answer turned out to be a fascinating reminder of how language, memory, and history evolve together. In the years during and after the 1914-1918 conflict, the world knew it simply as “The Great War,” a name reflecting the belief that nothing so vast could ever happen again. But by the 1920s and early 1930s, amid rising global tensions, historians, journalists, and military thinkers began using “World War” to describe it, and occasionally even “First World War.” The shift appeared in academic writing, newspapers, and, as our newly acquired 1933 volume shows, in published works well before 1939. While not the first use of the term, Laurence Stallings helped popularize it through his 1933 photography book and the companion film he created from silent newsreel footage, narrated in his own voice. Below is a brief timeline tracing the early evolution of the term World War I:

- American newspaper articles routinely called the conflict a “World War” while it was still ongoing, the terms “Great War” and “Great World War” were also used while the conflict was still underway.
- 1920: Historian Charles à Court Repington, an English soldier and war correspondent, published *“The First World War, 1914-1918*, one of the earliest major works to use the term in formal title.
- In the 1933 novel *“The Shape of Things to Come”*, H.G. Wells forecast that a second world war would begin by 1940 and would start with a conflict between Germany and Poland.
- 1939–1945: Once a second global conflict began, the earlier war was retroactively and universally referred to as “World War I.” By the early 1940s, “World War I” and “World War II” would become standard phases for these two conflicts.



Handwritten Note Found in “The First World War: A Photographic History” Book Dated 1933

“The First World War: A Photographic History” offers a powerful visual record of the 1914–1918 conflict, assembling more than 500 images that capture both the scale of the fighting and the human cost behind it. Edited by Stallings, a Marine veteran wounded in the war, the book carries a perspective shaped by firsthand experience, blending patriotic memory with a clear-eyed critique of the conflict's devastation. Its photographs range from front-line action to the shattered landscapes and civilian suffering left in the wake of war, each accompanied by concise captions that underscore the destruction wrought across Europe. With many images published for the first time, the volume remains a valuable historical resource, and its large-format presentation gives the material a striking visual impact that continues to resonate with readers today.

From a content perspective, *“The First World War, A Photographic History”*, offers a different perspective of the war than two other volumes within our collection.

(continued pg 17)

(continued from pg 16)



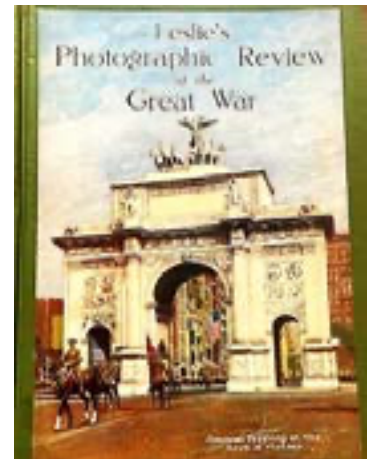
“Collier’s New Photographic History of the World’s War” Published in 1918

The first is *“Collier’s New Photographic History of the World’s War”*, collected and arranged by Francis J. Reynolds and C. W. Taylor, published in 1918. The purpose was to provide the American public with a comprehensive visual account of the war as it concluded. This included official photographs from armies on multiple fronts, sketches, drawings, and paintings by artists at the front with an overall focus on the Western Front and American involvement.

The book is an impressive physical artifact, produced in a large oblong folio format with a mounted cover illustration and originally bound in half-cloth (only used on the first editions). The museum copy shows wear but is still a valuable extensive visual reference due to its early publication date immediately after the war.

“Leslie’s Photographic Review of the Great War”, edited by Edgar Allen Forbes and published in 1920, stands as a substantial pictorial chronicle of World War I, notable for its breadth of imagery and its emphasis on American participation. The volume spans approximately 200 pages and assembles an extensive collection of battlefield photographs, portraits, and scenes from both the front lines and the home front. Its images (more than 500), some in color, capture everything from trench conditions and artillery operations to naval engagements and aerial warfare, reflecting the magazine-style visual journalism for which Leslie’s publications were known.

As a historical artifact, the book offers a distinctly American narrative of the war, highlighting U.S. troops, major offensives such as the Meuse-Argonne, and the broader Allied effort. While it lacks the analytical depth of later academic histories, its value lies in its immediacy. The photographs were contemporary, many taken by official correspondents or news service photographers, and the editorial approach mirrors the patriotic tone of postwar American publishing. Today, the volume remains prized by collectors and researchers for its vivid visual documentation and its role in shaping early American memory of the Great War.



“Leslie’s Photographic Review of the Great War” Published in 1920

The curatorial work within the library underscores why the work of the Valiant Air Command matters so deeply. A single artifact, like a 1933 book using terminology ahead of its time, reminds us that history is always evolving as people interpret events and anticipate the future. Books like the ones detailed in this article don’t just record what happened; they reveal how earlier generations understood their world, what they believed, and even what they feared might come next. They offer insight not only into the aircraft and battles that shaped military aviation, but into the people who lived through its most turbulent eras. Every artifact we preserve has the power to reshape our understanding of the past, and every so often, one presents a mystery that sends us searching for answers—exactly the kind of curiosity that keeps history alive here at the VAC.



T-34 Mentor and Porsche Cars

Guest Article

Anonymous



Hello Fellow Members! Did you know that every year, we get the privilege to choose who the leaders of “our” museum are? Every year, three Board positions open to which which members of good standing may apply. The three positions will serve for a three-year period that begins in January the following year.

This process worked well until COVID-19 disrupted it. To weather that event, the Board extended the incumbents terms of office. Two years ago, when stable operations resumed, the Board decided to conduct elections electronically. This article is step one to refresh or inform our members well in advance of the open positions for this year and what some of the key responsibilities are. This may allow you to make informed decisions and give you time to consider how you might contribute further to the future of the museum by applying for a position.

The process is: Members are notified via email where and when to obtain a Letter of Intent Form, and when, where, and how to submit a package for consideration as a candidate. When elections open, the voting package is emailed to members. One vote is allowed per email address. A single member gets one vote. A family member gets two votes, one for head of household and one for spouse/partner only if the VAC has a separate email address for the spouse or partner. The winning candidate is announced at the last Board meeting of the year, and membership is notified via the Q1 UnScramble.

The three offices to be elected at the end of 2026 are: Commander, Maintenance, and Public Relations.

The first duty of a member of the Board of Directors is to make decisions regarding the administration of the Valiant Air Command, Inc. and to ensure that Bylaws and Policies are complied with. All members of the Board coordinate with each other for use of the property and ensuring compliance with OSHA regulations, assuring safety of volunteers, employees, and visitors, and managing security in all work areas and operations.

Commander

The Commander position is the only office where candidates are elected from the current and active Board members.

The duties of the Commander include (but are not limited to) managing overall operations and resources; establishing short/long-term goals; being the primary spokesman for the museum; assuring all regulatory documents are filed; monitoring compliance with all laws and regulations; overseeing the museum’s financial status; maintaining communication with each Officer/Director to ensure crossflow of information and a unified team effort; appointing a manager and committee for the major events (i.e. airshow, etc.); and ensuring completion of all requirements and permits.

Public Relations Officer

The duties of the Public Relations Officer include (but are not limited to) being the central Point of Contact for communicating with all media; attending local area community meetings to promote and obtain support for the museum; ensuring activities and events are publicized and supported by the media; monitoring local, state, and Federal agencies and actively soliciting available financial grants; assisting the Finance Officer in completing application requirements; developing and managing programs to solicit donations, contributions, and other financial support; negotiating media costs and contracts for BOD approval; maintaining ongoing contact with publication editors and reporters; creating narratives reviewed and approved by the Board for radio, podcasts, social media advertising, and the museum website; composing and issuing Public Service Announcements reviewed and approved by the Board; arranging for design, layout, format, and printing of museum publications

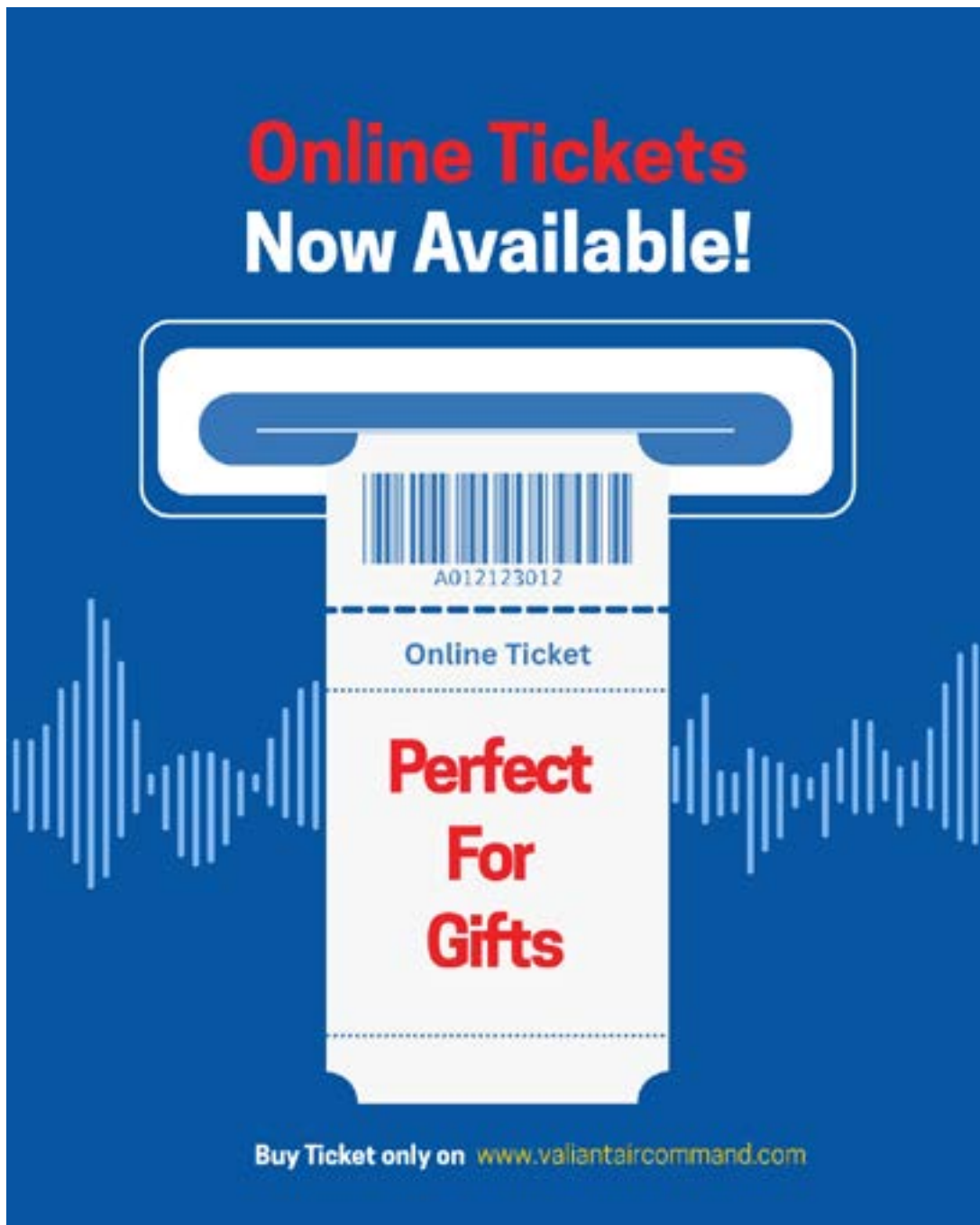
(continued pg 19)

(continued from pg 18)

and advertisements reviewed and approved by the Board for newspapers, magazines, billboards, and the museum website; and maintaining a file of all VAC museum advertisements and media coverage.

Maintenance Officer

The duties of the Maintenance Officer include (but are not limited to) overseeing maintenance of VAC-owned flying aircraft and all ground support equipment; ensuring compliance with OSHA, FAA regulations, and insurance requirements; conducting aircraft movement and marshalling training; interfacing with Finance Officer for maintenance and repair budget requirements; maintaining records and inventory of all parts and equipment related to aircraft upkeep; and knowing and recommending outsourcing for specialized personnel or equipment in case of non-standard maintenance issues.





Visit our social media pages here!



Visit our website here!

- 1st Quarter** - Jan, Feb & Mar • Submission deadline - Mar 24th
- 2nd Quarter** - April, May & June • Submission deadline - June 24th
- 3rd Quarter** - July, Aug & Sept • Submission deadline - Sept 26th
- 4th Quarter** - Oct, Nov & Dec • Submission deadline - Dec 22nd

Editor: Terri Pring

Acknowledgements: Louise Kleba and Lorraine Juhl

Photo Credits: Marvin Juhl, Martin Pring, Terri Pring,

Jim Baker, Jack Bradford, Don Jennings, Tim Jeror,

Hawk Moore, Larry Titchenal

Please note: All submissions are subject to edit or omission.
 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.