

UN-SCRAMBLE

OFFICIAL NEWSLETTER OF THE VALIANT AIR COMMAND, INC.

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



1st Quarter Review

January, February and March

2014



Above: Emory University Hospital (Atlanta, GA) commercial film shoot at the V.A.C.
Below: VAC Warbirds lined up for the shoot



Dave Rench, WWII Para trooper finally gets to land in a C-47



1/18/14 10 am Passenger flight



1/18/14 12 pm Passenger flight



A flying A-4C Skyhawk is now on permanent display in the Vietnam Hangar at V.A.C.



The V.A.C. Volunteer Ladies enjoyed lunch at La Cita Country Club courtesy of the restoration guys



Valentine's "Hot Dog" Day was enjoyed by all



3-1-14 AirShow Info & Safety Meeting For The Tour Guides



David Rees, our new Personnel Director



3 original Tuskegee Pilots and friends at the VAC Member,s Dinner

A few candid photographs from the 14 March 2014 Member's Dinner



Kevin Q, our auctioneer, collars a non-bidder



The Blues Brothers entertain the Annual Member's Dinner attendees



And dancing too!

parking and location challenges. The acts, both our old friends and some new performers, were a big hit with an enthusiastic crowd. We got 2 1/2 days of excellent weather (which beats heck out of zero days, but is noticeably short of three days).

We didn't match some prior years' financial success. We will examine that in our after-action meetings and look for ways to manage expenses and increase revenues.

So much for nuts and bolts. We do owe a huge "thank you" to our honorary guests, the Tuskegee Airmen. They shared unique lessons about life and love of country, and I hope all were inspired by their dignity and courage. Thanks to Ann James for managing this part of our event.

Which leads me to the most important part of this note. Once again, we are reminded how much the Valiant Air Command depends on its volunteers, and that this event could not possibly have succeeded without their efforts. And our generous donors and benefactors are vital to the show's success. Without their support we simply couldn't plan or attempt such an enterprise.

Thanks again, folks...

Lloyd Morris,
Commander

OPERATION OFFICER'S REPORT

Working around all sorts of obstacles including air field construction, performer cancellations and last minute team leader changes, we successfully completed our 37th Annual TICO WARBIRD AIRSHOW without any major accidents or injuries. Media Day on Thursday kick started the event with media representatives and VIPs who interviewed performers, enjoyed flights in AirShow aircraft and quickly informed the public about the upcoming event. Kevin and Karen Quinlan capped the day with another outstanding BBQ in our main hangar. There was a large turnout for the Friday Night Dinner and Auction. The Blues Brothers rocked the house! *Airshowsreview.com* in their just released article rated this show 10/10 saying "The TICO organizers do an exceptional job

of putting together a diverse and interesting blend of warbirds, stellar static displays, non-stop flying, World War II re-enactors and much more". The review further went on to say "The TICO Warbird AirShow is an exceptional show that seems to get better and better each year". A special thank you to all the members and volunteers who did so much to provide this air show!!!

We will continue with the Fly-In Breakfast at the Warbird Museum on the second Saturday of each month. The posted hours are 8-11:00 am; however, experience has shown us that most visitors are finished by 10:00. Come in early to ensure all the menu selections are available. Our largest attendance so far has been 104 meals. The next fly-in is set for Saturday April 12th. Members and guests who wish to drive in for the breakfast are welcome.

Our next revenue flight scheduled for the C-47 is on Saturday, 19 April. We will continue the planned schedule of flying a revenue flight at 10:00 am on the third Saturday of each month. Reservations are made in advance by calling the Museum Gift Shop at (321) 268-1941.

Our next major event is the Valiant Air Command's Memorial Day Weekend Open House. This annual event provides the VAC an opportunity to showcase our Warbird Museum and to thank the local residents for their community support. We will have many different displays to see (planes, trains, cars) and good food. Bring a family member or friend and enjoy your museum.

Bob Boswell,
Operations Director

MAINTENANCE OFFICER'S REPORT

C-47 - My thanks to Gary Norville of American Aero Services for removing our old main tires from the "Tico Belle" and putting on the new tires in rapid fashion! His shop turned them around in a couple of days. Our local crew did the tail wheel, replacing both the tire and tube. The new tires have been installed on the "Belle" and the required retraction test completed with minimal gear swings. The old

tires lasted for 252 take offs and landings so we got very good service from them. Thanks to all our flight crews for those soft landings that helped make them last so long.

We have recently installed a new switch panel (Garmin 340) thanks to the efforts of Jim Owens, Chris Bohan and Charlie Hammer. They created the wire bundles and routed them from the cockpit back. The switch panel allows us to have "hot mikes" that greatly improves communications between the flight crew. They do not have to check their switch panel prior to talking to one another. In many cases they were on a ground or tower frequency instead of the intercom. We have finally moved into the current age.

My thanks to all the C-47 volunteers that supported operations during the Tico AirShow this past couple of weeks. They had to cover many tasks including aircraft tours by the attendees, prepping the aircraft to fly (twice on Saturday and Sunday) and securing the "Belle" at the end of each day. At the end of the show all the static aircraft had to be moved across the field back to the museum.

During the show it was observed that the VOR antenna was showing some adverse movement and required some attention. Fortunately, we did have a spare thanks to the donation by Jay Wisler (www.warbird-parts.com/). Jay has been very generous with needed parts. He has an extensive number of warbird parts so if you need anything check with him. The new antenna has been installed and the connection to the nav's is in work. The remote compass system has been rather slow to react and currently we are changing out the old tubes in the primary amplifier. Oh to have a solid state system.

The AirShow Friday night auction was assisted by the C-47 personnel by providing the charge card I-pad and "square" that allowed the credit card charge to be sent directly to our bank account. This was a great time saver (until it got tired and didn't work on the last couple of items. The VAC was

credited with a 15% auction fee on all the items that sold. Our thanks to Danny Linkous who donated a number of items that were sold and netted the VAC over \$200 dollars. The items that were not sold were turned over to the VAC and included several instruments, a parachute (looks like new) and several framed prints. With the auction fee and the items donated the VAC netted approximately \$2,500 dollars.

Robert E. James,
Maintenance Director

PERSONNEL OFFICER

Hello from the (new) Personnel Director. For those that don't know me I was elected to the Board just a month ago, right in time for the AirShow! So the first thing I want to do is extend a huge "Thank You!" to all the volunteers that helped make that such a success. It is impossible to thank everyone individually, but we had over a hundred people from VAC, the Civil Air Patrol, Titusville Police Explorers, Florida Institute of Technology and many others. The uncomplaining approach to doing "what it takes" makes all the difference and this year's team was just stellar.

So who am I? I am a transplanted Brit. I started out as a Royal Air Force apprentice, worked for the RAF and UK Ministry of Defense for many years and now work for a large defense contractor in Orlando.

So now the Warbird AirShow is behind us for another year, what is the Personnel Office looking at? Firstly, we continue to focus on growing our membership. Already this year we have 45 new memberships (Single, Family and Lifetime), which puts us on target for a banner year for new memberships. Membership renewals are going well also.

We are looking at making the administration of the membership program more efficient and cost effective by replacing our old Access database with a more modern system that allows us to do more online. This will help us keep track of memberships and renewals

more accurately and will enable you, the members to do much more online without using paper. Watch this space for more news on this over the next few months. We will roll this system out slowly to make sure everyone has plenty of time to get comfortable with it.

We have taken a hard look at our membership rates and reluctantly we have decided we need to raise them for the first time since 2007. Starting May 1st 2014, individual memberships will be \$125 and family memberships will be \$100 for the first adult and \$50 for each additional adult in a household. There will be no dues for children under 16 and children over 16 will be counted as an "additional adult" for membership purposes. In addition we will no longer be accepting new Lifetime memberships for either individuals or families. There will be no change for existing Lifetime members.

As a consequence of having to do this, we are looking at refreshing the benefits of membership as well as creating some new membership classes. It's been a long time since we looked at member benefits and we are thinking about new ways to make VAC membership even more value for money. We are also considering how we can start a STEM education program so the students of Brevard County can benefit more from all the amazing things VAC has to offer and get the word out about the amazing work our team does every day to preserve these historic planes, and educate our community about them.

All in all its been a busy first few weeks but I am honored to serve VAC in this role and looking forward to all the neat things we can do to better serve you, the members, and the aircraft we have in trust for our community.

Cheers!
David Rees,
Personnel Director

GET WELL WISHES

Norm Lindsay is progressing slowly. He looked great when he stopped in at the Board Meeting on Tuesday 25 March 2014. All were very happy to see him.

Dick Mercer is improving and begins chemotherapy soon. We hope his healing is quick.

Kenneth "Pete" Peterson has recently had surgery. He is a member of our restoration team. We wish him well and hope he returns soon.

MEMBERS & FRIENDS GONE WEST

Sandra G. Bittinger, wife of DeWayne passed to her Father's home 04 January 2014. Sandra worked in our Gift Shop prior to moving to Tennessee. She is missed by her family and friends.

Robert B. "Bob" Gruber passed to his Father's home 16 February 2014. He was 91 years old. Bob served in the U.S. Army Air Force 14th Air Force and was a Radar Operator of a C-47. He was based at Yunnanyi Province at the end of the Burma Road in western China and was an honored guest of the new WWII Museum in Chengdu, China in 2005. He is greatly missed by all of his family and friends.

Thomas Page Hall passed to his Father's home on 14 October 2013. Tom was a member of our Museum and lived in Melbourne. He is missed by all who knew and loved him.

Maxine Munsey, mother of Bob Munsey, passed to her Father's home on 27 December 2013. She is surely missed by all who knew and loved her.

Thomas J. Skelley passed to his Father's home on 30 January 2014. He was 87 years old. Tom was a member of our Museum since 1994 and worked with our C-47 and other Restoration Teams.

Dossie Purcell passed away in early February. She was the ultimate VAC hostess. She planned events for the airshows that hosted the "Flying tigers," members of the "Doolittle Raiders" and Pearl Harbor Survivors. She was able to put together an event at the hangar and decorate in great style; all this while dressed to the 9's and wearing her high heels!



Dossie moved to Casselberry several years ago to be near her good friends. She missed the VAC and called often to keep in touch. Her long time friend, Art Pylar, helped her for many years and was always in touch when needed. Her caretaker, Roxann Davis was amazing and an inspiration to us all. Dossie is survived by her son, Fritz Nystrom of Tampa.

PUBLIC RELATIONS OFFICER'S REPORT

Wow! My esteemed predecessor Terry Yon used to say "This ain't my first rodeo". Well, this was mine, and it was a hoot. I think (modestly) that we got terrific publicity before and during the show. Media Day was a real success, with exciting aircraft

coming and going, and we made quite an impression on our friends from the media.

There's an old insult in the PR business about having "A face for radio and a voice for print". I qualify on both counts but I did enjoy the opportunity to tell our story to the media.

This was a team effort. Our tour guides and historians will certainly be thanked elsewhere; just let me add my appreciation for a job well done. Our social media activity, courtesy of Peter Stetson and Larry Champion and I am sure many others, kept up a steady flow of exciting commentary and pictures.

We will of course assess what worked and what didn't, and at least fine tune our approach for next year. In the meantime, thanks again to our volunteers, and thanks to you, our members, for allowing us to bring you this great event.

Ron Davis,
Public Relations Director

FACILITIES OFFICER'S REPORT

The month of March has come and gone and seems like a blur. In the weeks leading up to the Tico Warbird AirShow there are many tasks to be completed and seems almost impossible to accomplish.

Are the tugs ready to pull all the aircraft across the airport to show side, have the tires on the aircraft been checked, inflated and ready to go? Have the planes been washed? Have all the tow-bars been serviced and ready?

When the AirShow is over and the crowds are gone, all the planes, tugs and equipment are brought back to the Museum and put back in its place until next time.

All the planning and preparation would not be possible without the hard work and dedication of our volunteers and the many hours they give all year long and then even more during our AirShow.

My heartfelt thanks to you all, thanks for another successful Warbird AirShow!

Norm Lindsay dropped by to say hello on Tuesday; he got lots of hugs; yeah from

me too! Norm is looking good and we hope to see more of him!

Best wishes to Pete Peterson, after undergoing open heart surgery. Roger is also back after a set back; welcome back Roger!

Jim Owens,
Facilities Director

A NOTE FROM ANN JAMES

Each year for the Annual Tico Warbird AirShow we need over 400 volunteers. This year we had even more for the three day event. These volunteers are not only local but many come from out of town and across the country to help out each year. We could not produce an air show without all of this wonderful support.

Our volunteers cover every area of the air show from flight line, maintenance, towing, parking, security, gate collections, historians and golf cart drivers. More are needed to take care of lunches for the pilots and workers. We supply approximately 600 lunches each day. Others include the VIP Tent and the Chalets along with the Beer Chalet, beer trailer and even more in the VAC PX tent. Also included are drivers who supply lunch and water to those who cannot make it to the tent for a sit down meal and the ice and soda delivered to all the areas including the three Coke trailers and those volunteers. Then add the gentlemen who sold chairs in the seating area all weekend and that doesn't even count the sound people and announcer or all the volunteers at the hangar who made all of the evening events happen as well as daytime efforts or the pilots and crews who arrive so eager to give us a great show each year.

I'm sure I have forgotten very important areas, but the bottom line is... we can't do it without you!! And we thank you all for all your hard work!

Sincerely,
Ann James

FROM THE GIRLS IN THE GIFT SHOP

Hello again. I hope everyone survived the winter alright. We actually had great sales

in the Gift Shop due to customers who abandoned the lovely weather up north; thank you Mr. Winter.

Then there was the Warbird AirShow and once again, another great show. We had a wonderful turnout with a panel of authors and celebrities in the PX tent. Beginning with Beatrice "Bee" Haydu, W.A.S.P. Pilot and Congressional Medal Recipient; Florence Mascott, W.A.S.P. Trainee; Lt. Col. Richard Lewis, 8th Air Force pilot and author of "Angel on my wing"; Joe Reis, USN Commander , OV-10 Pilot and author of "Naval Aviation, Cadet Benson"; Joe Reus, WWII B-24 Navigator, POW and author of Kriegsfangener; Finishing with three actual Tuskegee Pilots. We hope you were able to come by and meet our esteemed guests.

I want to thank all those who helped me set-up, sell, restock and tear down; Chris Christenson, Rich Cariseo, Paul Taylor, Malcolm Carter, Phyllis Lienthal and Anita Varela...couldn't have done it without you!

We are looking forward to seeing everyone come Memorial Day weekend, May 24th & 25th; a decision was made to have two days instead of three days. Don't forget to bring one non-perishable food item per each member of your party.

See Ya Soon.
Pam and Anita.

RESTORATION OFFICER'S REPORT

Once again we put another AirShow behind us. Mother Nature supplied us with three great days of sunshine, unlike last year. However, she was not to be outdone. She threw us a curve ball by adding high winds.

Friday the winds were tolerable. We were able to put on a World War 11 static line parachute drop reenactment of the Normandy D-Day invasion. The crowds Friday were light.

Saturday once again we were pelted with heavy winds but the crowds persevered. They were larger than the previous day.

Sunday the crowds were greater than the day before, as were the winds. The parachutist's had to abandon their WWII

round chutes. They replaced them with sport chutes which provided more steering and safety. Due to the high winds some of the vendor's tents were blow down.

The Grumman Gremlins continued their practice of letting people into the cockpits of their two static display aircraft and putting a pilot's helmet (brain bucket) on their heads. They could use their own cell phone cameras for a nominal \$3.00 donation. We offered this perk on all three days.

We are busy once again putting our noses to the grind stone. The British Canberra and the Grumman F11-1 Tiger are still undergoing restoration.

George (Dutch) Graefe,
Project Restoration Officer

RESTORATION HANGAR HAPPENINGS

Restoration Hangar work continues on several projects:

F-11 • Work progressing in arresting metal deterioration before final steps can be taken. It is looking better every day.

F-105 • Work on completion of the faux 20MM cannon is continuing. Work on prepping the fuselage and wings for priming and painting has started. Cockpit refurbishment will begin after the cannon is completed.

F-86 • We now have two flyable F-86s being worked on; the goal is to have these aircraft completed and ready for flight.

The Hangar • Reorganization of the Restoration Hangar is in progress with cleaning, adding new shelves and the placement of a trailer next to the hangar. This trailer will house the many parts and pieces required to be in stock for restoration, freeing up valuable hangar space.

Norm Daniels.



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

The Worst Aircraft?

I am repeatedly asked which one of the 204 different aircraft I have flown that I liked best; never has anyone asked which was the worst aircraft I have flown. It was a real relief when I was asked that question at the V.A.C. Warbird AirShow last week. It didn't take me long to come up with the answer. Although I never dwelled on it, I knew that there was only one aircraft I could have flown more than once but never had any desire to do so. I had been hired to flight test the Gulfstream-American "Peregrine" which was being built to compete for the USAF's new Basic Training Aircraft. On 6 August 1980 I was offered a flight in the "Hustler" which was an executive transport the American Jet Aviation of Los Angeles had built several months earlier. The company owner, Allen Paulson had subsequently purchased Gulfstream Aviation and became Gulfstream-American Aviation Company. Part of the deal included the Aero-Commander Company in Bethany, Oklahoma and was the facility where the Peregrine trainer was to be tested and produced if they won the trainer competition. The Peregrine was sent to Bethany for major modification in its initial design after it had been on static display at the Paris Air Show. Three pilots had flown the aircraft before being sent to France, but only the first flight was flown by a test pilot, Joe Guthrie. I had been spending several weeks with the design engineers who were redesigning the aircraft and one of the issues was with the unique design of the rear engine intake duct. The "Hustler" which had flown only a few flights (and I soon found out why!), incorporated the same rear engine design as the "Peregrine". It also uniquely had a turbo-prop engine installed in the nose of the aircraft.

The Peregrine was scheduled for my first flight on the 8th and I decided that it would be useful for me to fly the Hustler and get the

feel of the rear engine powered aircraft. (I always looked forward to flying anything that I had never flown before). I did not like the size of the cabin area as it was such a slim fuselage it required that I had to bend my head down as I entered the rear entry door and walked forward to the cockpit. One thing I always considered when preparing to fly a new aircraft was my exit strategy in case a quick evacuation should the need arise. It was obvious to me that it would not be easy to accomplish if the need should arise. The Aero-Commanders Test Pilot at the Bethany plant offered to fly with me but after my flight I began to question his sanity? Procedures getting both engines started were fairly straight forward but the front engine required one additional step getting the prop position lever properly placed. Taxiing out was a little difficult with the long nose and my position in the cockpit making it hard to achieve much visibility except around the nose. I was pleased with the handling and ground power getting me to the run-up and take-off position. With only the cycling of the prop before taking the runway it was easy to line-up and take off. There was plenty power but there was some unpleasant buffeting from the prop blast during the climb which became even worse after leveling and increasing airspeed. My purpose of flying the aircraft was to get the feel of flying an aircraft with a tail mounted rear jet engine so I shut down the nose engine and "Feathered" the prop. Immediately the vibrations and buffeting virtually stopped. I found that the aircraft handled very comfortably with only the rear engine however it was obvious that this heavy aircraft needed more power. I knew that the "Peregrine" was smaller and lighter so I put that information in my mental computer while trying to get the feel of a thrust producer installed in the tail of an aircraft. I spent 30 minutes changing power settings and maneuvers that were within the capabilities of the commercial designed aircraft. I put that sleek looking aircraft through as much as I dared to get as much a feel for the handling of a rear engine powered aircraft. I finally restarted the front engine and when the prop began grabbing air

to regain some portion of powering the aircraft and at that point the handling of the aircraft became very difficult to control as I increased speed during my let down to the landing pattern. Lowering the landing gear and flaps created some very strange changes in the control forces. I performed some energetic exercises which finally allowed me to reach the touchdown on the runway. I really wasn't sure if the aircraft controlled me or I controlled the "Hustler".



The Gulfstream American "Hustler"

I have probably not done justice to describing my feeling of inadequacy in handling this unconventional aircraft. Somehow I managed to safely make a reasonable approach and landing but I was never quite certain who won; the aircraft or me?

I never had any desire to fly that machine again and as far as I know it has never flown since that flight of mine. I did learn that an engine mounted in the tail of the aircraft; with the proper design and placement of the intake could work quite well as was later proven by the "Peregrine".



The Gulfstream American "Peregrine"

The USAF did not buy it and it was lost due to an "aileron lock" condition causing the pilot I had recommended to replace me, to eject.

Two days following that "Hustler" flight I had the pleasure of starting the testing of the "Peregrine" which was a very enjoyable test program on what potentially would have made a great Basic Trainer for the USAF or any other training organization. I flew a fairly complete flight test program on the aircraft with the only criteria we could not meet was the high degree roll rate as specified by USAF performance requirement. The designers tried all kinds of aerodynamic changes but although I found the roll rate very rapid it fell slightly short of the requirement.

N. C. "Bud" Evans ©

PROCUREMENT OFFICER'S REPORT

DONATIONS: The most significant donation of the year is a current flight worthy A-4C Skyhawk aircraft and its support equipment. The Skyhawk Ventures LLC Group (D. L. Carr Managing Member) transferred ownership to the V.A.C. on 21 March. The efforts of the group and their AirShow displays are to be THANKED!!! We also need to thank the supporting coordination of the involved V.A.C. members.

In a separate notable donation Auctioneer Kevin Quinlan donated a considerable number of items that were unsold during this years' Auction. A significant number of items were aircraft spare parts and equipment provided by Jay Wisler. Again a large THANK YOU is in order.

F-16A VIPER: The F-16 aircraft reported in the last quarter did arrive and was reassembled by the members. It was presented for display at the V.A.C.'s 37th Annual AirShow.

F-86 DISPLAY AIRPLANE: Restoration work on this airplane and needed overhaul of the J-47 engine are in progress prior to first flight.

CANBERRA: Restoration work on the airplane is nearing completion and it was presented at the AirShow. Repainting is in the future.

Bob Frazier,
Procurement Director

Some photos from the 37th Annual Warbird AirShow



The Geico Skytypers perform the star burst



Jim Tobul's F-4U watches the airshow waiting to perform



Mark Sorenson hits the smoke ring every time



What the well dressed F-104 pilot wears on his feet



Dept. of Defense is testing their newest attack aircraft



The six Geico Skytyper's SNJs await their turn to fly



This was our view as we ate at the Member's Dinner



Do you remember when this Ford was the best available?



Our A-6 Intruder sits on the static line open for inspection



This very rare SB2C Navy Helldiver flew in our show



Rick "Comrade" Svetkoff flying the F-104 StarFighter



Greg Connell performs in his Pitts 12 Special biplane



Matt Younkin smokes the crowd



A-1 Skyraider shows off in a photo pass for the crowd



"Tinker Belle" was a very popular static display

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