



UN-SCRAMBLE



The Official Newsletter of the Valiant Air Command, Inc.
6600 Tico Road, Titusville, FL 32780 - (321) 268-1941
website: <http://www.valiantaircommand.com>
email: warbirds@valiantaircommand.com

4th Quarter Review - October, November & December - 2021

Tico Belle - Always The Crowd Pleaser



MUSEUM AND GIFT SHOP - OPEN THUR, FRI, SAT & SUN - 9AM TO 5PM

Closed Thanksgiving, Christmas and New Year's Day

Adults \$20.00 - Senior 60+ or Military \$18.00 - 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 • Jan, Feb & Mar • 2022

Jan 1	New Year's Day MUSEUM CLOSED	Feb 12	ATG Aeroskills Event, Main Hangar
Jan 8	STEM, 9am to 1pm	Mar 12	Fly-In / Drive-In Breakfast, Cancelled
Jan 8	Fly-In / Drive-In Breakfast, Cancelled	Mar 12	VAC BOD Meeting, 12 Noon
Jan 8	VAC BOD Meeting, 12 Noon		
Feb 12	Fly-In / Drive-In Breakfast, Cancelled		
Feb 12	VAC BOD Meeting, 12 Noon		

Please check the VAC website or with the event for last minute changes before going!!!! (www.valiantaircommand.com)



Commander's Report

Norm Daniels, Commander
E-mail: Commander@valiantaircommand.com
(321) 268-1941 ext. 4101

What a year! Events, Visitors and New Members. Even though we have only been opening 4 days a week, Gift Shop sales and visitor numbers were healthy during the 4th quarter of 2021.

The Titusville Airport Authority has received the revised Contractor Bids for the building of our apron and new connector (Phase 2 of our expansion plans. See page 14). The Florida Department of State has funded one-half of the project by depositing their share of the funds into an escrow account. The Airport Authority requested our half of the project cost to be delivered and added to the escrow account and this has been completed. Everyone is anxious to start this project which will lead to phase three, the construction of an Event Center.

To ensure we have sufficient funding for the Event Center (\$1,984,000) we have sent out an RFP to 4 qualified marketing firms to create a feasibility report that details the economic impact this facility would create. Once completed it will be submitted to the North Brevard Economic Development Zone and the Space Coast Office of Tourism for partial funding, the balance to be made up by the VAC efforts in raising matching funds.

We have been proactive in sending our requirements for the Event Center to the Architects to be included in the construction drawings.

Many museums in 2020 & 2021 have had to shut their doors as the cost of operations increased and visitation diminished due to COVID-19 and variants. During the last half of 2019 and all of 2020, your Board of Directors has had to make some hard decisions on expenditures without sacrificing any life safety issues. While we have a good grasp on cost containment there are three areas over which we have no control: aviation gas prices, mortgage, and insurance costs. In 2021 aviation gas rose from \$4.20 per gallon to \$4.90 per gallon, the C-47 burns 100 gallons of gas per hour. Insurance underwriters were sending notices



John H. Kirk

John H. Kirk was a Member and Tour Guide at the VAC. He loved telling stories and will be missed.

An informal gathering was held at the Viera East Golf Club Sunday, November 21, 2021 to celebrate his life.



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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

Editor: Phyllis Lilienthal

Unscramble Crew: Louise Kleba and Lorraine Juhl

Photo Credits: Kenita Bushee, Marvin Juhl, Lorraine Juhl,
David Shores, Phyllis Lilienthal

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.

out stating that renewals would increase up to 25%. In short, our various insurance policies that we are required to keep in force jumped from \$75,000 to \$90,000.

As Executive Officer and Airshow Chairman, Bob Boswell's efforts to grow our events calendar with various functions along with Jolene Clark, Events Coordinator, has boosted the number of events this year vs. last year and it is already looking very healthy for 2022. More from Bob Boswell about our next air show scheduled for May 21-22/2022.

We are about to go into 2022 with a healthy bank account thanks to Tracy Bohrmann, Finance Officer, who watches and administers our financial requirements daily and oversees all financial activities including our CPA firm.

Tom Etter, Facility Officer, and his team continue to perform tasks from moving aircraft, *continued on pg 3*

Commander's Report

Continued from pg 2

maintenance of hangars, making hangars ready for events, air conditioning, roof repair, grounds, and dozens of other tasks. His team also continues to keep our moving equipment in working order. Considering that the age of our working equipment is several decades old, not very pretty but great workhorses thanks to the team's regimen in maintaining and repairing same.

The maintenance of our databases, system security, upgrades, internet, and computer equipment is a constant challenge for Richard Jones, Personnel Officer and resident IT technician, which falls onto his plate. Additionally, Louise Kleba, Membership Coordinator, tracks and processes all member applications, badge issuing and updates, is the administrator of the Fast Card program and is the recording secretary at Board Meetings. Louise also coordinates information going to Phyllis Lilienthal who publishes the Unscramble. Phyllis can take a great deal of information, edit, organize and format it into what is our quarterly update to members and friends of the VAC.

Marvin Juhl as Procurement Officer continues his complex role of aircraft procurement and disposition, disposal of assets, trading assets, maintenance covering our helicopters, FAA point of contact, oversight of maintenance logs for all flying aircraft, restoration functions, inventorying of aircraft parts and condition. Marvin is also responsible for the continuing work on various aircraft in the Restoration Hangar.

Leigh Lewis is our Operations Officer responsible for negotiation of and scheduling all VAC revenue flights as well as verifying that all our volunteer pilots have their latest medical, and continuing proficiency check

rides and are up to date on all other FAA requirements. Maintain pilot files for currency, schedule aircrews for flights as required. Leigh, as Chief Pilot maintains contact with Airshow Coordinators, and past and present Parachute groups in seeking opportunities to market our capabilities,

Terry Rush is the Maintenance Officer tasked with the maintenance of our C-47 Skytrain and our newest acquisition a Beechcraft C-45H. This aircraft will be used to support smaller Parachute Clubs that are unable to justify the cost of using our C-47. Terry also interfaces with the Procurement Officer in acquiring parts. Terry is also one of our skilled Volunteer Pilots.

Public Relations/Marketing Officer David Shores designs the ads and flyers for publications, billboards, electronic media and Issues public service announcements as needed. He also recommends which ad information should be posted on our Website and Facebook. David constantly remains in contact with print editors and reporters as well as negotiating media costs and contracts for the same. Advertising works!

Thanks to the efforts of Bill Teixeira and his team we have a robust youth STEM program that has attracted students to hands-on projects in Science, Technology, Engineering, Math and Aviation. Our volunteer team has also attracted educators and professionals in related fields who are willing to donate their time and expertise in helping young people understand the expanding world around them.

Our world-class memorabilia areas tell the stories of men and women who sacrificed to preserve our Republic. Jem Golden and his team have created a strong and accurate storyline along with authentic memorabilia from WW1 and up to including Vietnam. You can spend hours and not see everything.

Curator's Report

by Jem Golden, Curator

During the last quarter, the Curator staff completed the following: Set up a display for the Banana River Air Station to resemble a control tower by bringing in radio equipment from the hangar, cleaning and painting it.

Reorganized and relocated the Korean War display and created a display for experimental aircraft. Created display for the 8th & 9th Air Force, the

Tuskegee Airman, and also expanded the Women at War display from one to three cases.

Early Aviation and Pearl Harbor displays were also expanded and an Air Sea Rescue display was created.

Lights were added to several displays opening up the entire museum to look more spacious.

I thank my staff for all their hard work and many hours...thank you Christine Reynolds, Malcolm Cater, and Randy Bushee.



Executive Director's Report

Bob Boswell, Executive Director
Email: ExecutiveOfficer@valiantaircommand.com
(321) 268-1941 ext. 4104

Reflecting on museum activities this past quarter, and even the past year, the virus pandemic has severely disrupted our normal daily schedule. We have managed to keep the museum open, if only for a limited number of days each week. Our daily visitors, coupled with dedicated events income, have brought us adequate funding that has placed us in an acceptable position to start 2022.

The museum hosted a two-day open house in November to honor our Veterans. Despite the virus threat, it was a remarkable success. A special thank you to all our volunteers for their time and challenging work. The VAC picked up six new members and additional renewals over the weekend. Local military support organizations participated and there was the annual Poppy Drive. A sizable number of items were donated to our "Can Goods Food Drive" collection point at the museum front door and were provided to local food banks. As a membership benefit, many of our member volunteers were given the opportunity to fly in the C-47 each day. We plan to continue to provide rides to working volunteer members in the future.

Jolene Clark, our events coordinator, has been remarkably busy filling the future calendar with many of the events we lost during the past 18 months. She works ridiculously hard coordinating each of these events to ensure that the parties who

choose the Warbird Air Museum as their venue are pleased with the support. Thank you, Jolene.

While I have been out of the office for many days working the various Chambers and Museums of Brevard needs, Kenita Bushee has stepped up to keep the information flowing to and from many sources with information that impacts our museum allowing prompt action to be taken as needed.

Our next VAC air show is set for Saturday and Sunday, May 21-22, 2022, at our home airport in Titusville. Newly renamed "The Space Coast International Air Show", the Canadian Snowbirds Demo Team will headline the event. This will be a special show since the Snowbirds Demo Team has visited Florida only a few times in the past. Also at the show will be the F-22 Raptor Demo from Air Combat Command. The Army Aviation Heritage Foundation/Sky Soldiers will be back providing rides in their Huey and Cobra helos. It is a little early to confirm the rest of the show, but we are working with additional aerial acts and static displays. Once again, we have the opportunity to operate a Beer Garden tent as well as a VAC Member's Chalet and our Gift shop on Saturday and Sunday. We will be looking for volunteers each day to work the tents and help the Sky Soldiers. It is not too early to let us know if you want to volunteer. We will be building a list for our air show planning meetings. The air show ticket website is online at "spacecoastairshow.com" and sales start on December 29th. VAC members with a current membership card get in free to the air show and the Member's Chalet each day.

The Board of Directors want to acknowledge two groups of volunteers who truly represent the spirit of the Valiant Air Command. Our tour guides have a wealth of knowledge about the aircraft in our hangars, many served as crew members, mechanics, or pilots. Visitors often write us to compliment a particular Tour Guide and how their eyes were opened to information and facts not written in the history books.

The second group of Volunteers is the group who work in the Restoration Hangar. This group takes aircraft with twisted metal, missing parts, rust and corrosion and turns them into the showcase aircraft you see in the hangars. As parts and pieces are no longer made; this group fabricates them on site allowing restoration to meet original specifications. Without these two groups of volunteers, the museum would not be in the growth position it is today.





Finance Director's Report

Tracy Bohrmann, Finance Director
Email: FinanceDirector@valiantaircommand.com
(321) 268-1941

We had a great Open House Weekend in November, with about 1400 people attending.

The C 47 has been doing great with parachute drops.. with more events to come. She is in fine shape and flying better than ever according to the pilots. For the people that jump out of the Belle, it is a unique opportunity to connect with history in a visceral way.

I would like to say a special thank you to the PX Staff: Mauren Larney, Rich Cariseo, Katelyn Hornsby and Lorraine Juhl. All their hard work is so appreciated and they do an excellent job making all our guests feel welcome!

Our visitor volume still has not recovered to pre-pandemic levels, however, there are some positive signs tourism is coming back to the Central Florida area. Cruise ships have resumed sailing out of Port Canaveral and space launches have been picking up frequency, both of which draw large numbers of tourists from out of state. Further, our airport is poised to become the gateway to space with many new aerospace companies being to move here to be in proximity to the Kennedy Space Center. This is bringing unbelievable growth to the Titusville area and significantly increasing the tax base. This translates for us into more grant funding opportunities and increases our membership base. We are actively exploring these avenues to grow the VAC. Recently the Brookings Institute rated the Titusville area as the second-best in the nation for job growth and economic performance. With companies like SpaceX, Lockheed Martin, Boeing, and Blue Origin expanding operations to accommodate increased space traffic, we expect to see an influx of employees moving to the area as well as increased local investment on the part of these companies,

Phase II Expansion (See Page 14) has been funded and is ready to proceed. We are following up on securing grant funding from a variety of sources to help finance the next phase of this project. One of the key groups we are working with is the North Brevard Economic Development Zone (NBEDZ). This group promotes business development in the northern part of Brevard County and distributes grant money to develop and increase business in this area. Norm and I are working to develop a grant proposal that can provide substantial funding for the Expansion Project.

We are looking forward to having an airshow in 2022 with the Snowbirds headlining. It is exciting to have a partner to produce this event in Brian Lilly. This airshow is being planned with the necessary COVID precautions in place.

I would like to include some pictures from a recent visit to Douglas Georgia and the workshop of Tom Reilly. He has been working on several restorations which he gave me a tour of. I was really struck by the quality of the workmanship evident in the parts and pieces that will be joined together to form a B 17. It is absolutely fabulous to see a warbird being rebuilt and restored to flying status. Tom has partnered with Don Brooks team to work on this project, with both of their employees working side by side. These pictures are from a few months ago, and the project is quite a bit further along at this point.

This is rebuilding history!





Facilities Director's Report

Tom Etter, Facilities Director
Email: FacilitiesDirector@valiantaircommand.com
(321) 268-1941 ext. 4105

The Facility Crew moved many aircraft during the period for events. Of special note, we moved the RU-21 into the aircraft hangar for a reunion for those that fought in the Middle East using this aircraft type. I was able to fly down to Palm Beach on the C-47 to observe what our flying crews do of late. Leigh Lewis and Terry Rush are very cool pilots, in my opinion. With the increase in event activities, we will have to watch we do not impede the movement of the tables and chairs in and out of storage with poor aircraft parking. Some of the crews have been helping Tom Wilke by doing some of the mowing tasks Tom has been so diligent on. Thanks to Hawk Moore (who also did much of our front gardening).

Joel McGinley, with help from Jim Bowers and Roger Tonovitz, got the floor cleaner repaired, the huge tire on the big forklift repaired and he helped Terry Nies, David Shores and Hawk move aircraft for events.

November and December have been more of the same as above with the addition of the pickup stalling on 405 repeatedly and was unable to be repaired by the two shops we took it to (they say it is too old for scanning and they do not have the old-timers to know what to do without a computer direction). We are not running it on the highway until we sort it out. We have been using Marvin Juhl's pick-up so David Shores and Hawk Moore could move the tables USTAS gave us via Bill Teixeira; they also assembled them. Hawk, Bill and I think we have made a better STEM area in the aircraft hangar and have solved the storage of tables and chairs vs. movements of them vs. aircraft.

The new light that Roger Tonovitz and crew (David Shores and Terry Nies) installed worked well and made the South Gate Exit safer at night and now Roger has started to add another on the Northside. Roger also fixed the door frame on the south glass door of the main hangar, and I fixed the poor dirt seal on an east-side window (dirt was blowing in). The real fix will be to replace the rotted wood frames on all the east windows of the main hangar. We have some more items to fix next year in the main hangar and the Vietnam hangar due to age.

Joel has the 6-seat golf cart running and will

need some batteries to make full use of it. Joel started work on the crane and fixed the lowboy tug tire with Jim Bowers's help. The man lift is out for repair. Joel has all tugs running and will be ready for the air show.

Charlie Meyer and Alice are back for the winter and will be working after the new year. Charlie and Terry were able to replace the OV-1 main tires that Norman Daniels obtained for us. Charlie Hammer was a great help (we call on Charlie all the time when we get in trouble). This crew will probably be needed to fix the MiG 21 tires next year. Looking at the year in review from my perspective: we moved the Facility Crew from aircraft-focused work to facility-focused work encompassing the increased events as they are a major source of income. We are helping Lorraine Juhl and Patti Champion set up events that Jolene or Bob Boswell book. We sometimes help tear down events as needed.

We have moved to support STEM as needed as that has grown into a very important part of the VAC.

We have Joel leading the Facility Crew in repairing equipment as needed. Great experience for all.

While not open to the public full-time, the Facility Crew have worked their normal schedules, and many come in extra hours when needed. In addition, we all are available to help on the aircraft as needed and support Restoration Crew efforts with manpower. Charlie Hammer and Charlie Meyer come to mind often.

We support event parking by setting up cones and barriers so that Patti Champion and Dan McAlexander can safely park cars around the aircraft that are outside. There is another whole group of men and women that help with parking, set-up and tear down that need a thank you for their work for the VAC that doesn't get mentioned or work with me, but we could not do without them.

We all should note that we need an event center as we keep our aircraft outside much more than in the past exposing them to damage due to weather and constantly moving aircraft from place to place on the ramp. We will all need to pull together to solve this problem.

I could not function in this capacity if I did not have the outstanding support of the VAC Volunteers that work with me. Marvin Juhl has been my backup.

Thank you one and all.



Operations Director's Report

Leigh Lewis, Operations Director
Email: OperationsOfficer@valiantaircommand.com
(321) 268-1941 ext. 4107

Seasons Greetings from Flight Operations

All is well with Flight Ops planes and aircrew. We had a great quarter with 4 events to talk about. The first event was the Sanford Air and Space Show where we were invited to do a feature flying routine during the show. We performed both days for the show in spectacular weather with a huge crowd put on by Brian Lilley Productions. We flew crowd fly-bys and the Banana Pass for the final run. We got lots of great press and pictures. Our expenses were covered and the Tico Belle was a flawless machine for the event. This was held on October 16-17, 2021.

During our annual Veterans Day event, we put seats in Tico Belle and flew Members on sightseeing rides for 2 days around the Space Shuttle Landing Strip. Many happy faces were seen as first-time flyers on Tico Belle enjoyed the flight. We did 2 flights each day. Great weather and lots of fun.

The next event was held at Zephyrhills, Florida on November 19-21 2021. We arrived early so the Phantom Parachute Team could do jumpmaster training with Tico Belle. We work with 3 different parachute teams in Florida that do military reenactment jumps using military static line parachutes. We typically take

up 24 jumpers and a jumpmaster. The jumpers sit on the floor with seat belts and we fly the first pass at 1200 ft. AGL (above ground level) and drop a wind drift indicator to determine the exit point. On jump run, the row of 12 jumpers closest to the open door get up and attach their static line to the cable. On the command of the jumpmaster, they exit at 90 MPH. Then we do a 360 turn while the jumpmaster pulls in the D bags. The other row of 12 get up and hook up to the cable and exit on the second pass at the jumpmaster's command to GO. We circle down and land and they have another group waiting for us with engines still running we load up and go again. This is repeated a third time before we land and they repack their parachutes. Then we go again. We do this for 2 to 3 days. In between these static line loads we typically take up free-fall jumpers to 7500 feet.

We went to Leesburg and repeated this while dropping our static line jumpers into Lake Dora. This is a regular event with scheduled jumps into 2022. The jumpers are picked up by boat with wet parachutes so they do not repack thus a 1-day event. We work with Bob Mathews at Dunellen (X35) and have for many years, and with Round Canopy Parachute Team out of Palatka with events scheduled thru 2022.

The picture (below) is at Zephyrhills Skydive City in November and includes jumpers from all 3 Teams.



The Round Canopy Parachuting Team-USA safely performs round canopy, static line parachuting activities to commemorate paratroopers and veterans who fought to defeat despotism around the world. This we humbly do to reinforce the world-wide memory of their priceless deeds of valor, and the selfless sacrifices so many made to restore peace on earth.

RCPT - USA conducts demonstration jumps at airshows across the US annually, and typically conducts two training and proficiency events each year (Spring and Fall) in Palatka, Florida. Come and join us for the fun and camaraderie. It's more than just a jump!



P R Director's Report

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

November and December were busy months for PR and Marketing. Belden Communications did a podcast from the museum the week before Veteran's Day. We continued advertising on the inside front cover of Space Coast Fun Guide. Fox 35 did a group of evening broadcasts from the museum featuring Bob Boswell and Terry Rush for Veteran's Day. In January we will meet with the Kennedy Space Center to attempt to create a tour that will be half at Kennedy Space Center

and half at our museum.

Florida Today created a major ad campaign that includes a sweepstakes to win a ride for four people on our C-47 "Tico Belle" and four annual memberships. As of today, we have received over 1000 entrants all of whom agreed to allow us to send emails to them about future events. It has a print sector, a social media sector and email blasts to its lists. (Ad Shown below)

We signed a contract for an ad on the 12 foot X 17 foot video wall at the Melbourne airport to attract some of the visitors being brought to Melbourne from Europe by TUI Airlines starting March 7, 2022. (Photo below)



Private Warbird C-47 Flight Sweepstakes!

ENTER DAILY!
You could win a private flight for four in a C-47 Aircraft PLUS four free annual memberships to the Warbird Air Museum!

CONTEST ENDS FRIDAY, DECEMBER 31, 2021 AT 11:59 PM EST.

Grant Writing

by Ron Davis

Grants and Community Involvement.....

For the last several years I've written a number of grant applications for the Valiant Air Command. As a major tourist destination within our community, as well as a nationally and internationally respected non-profit vintage aircraft institution, VAC has access to a number of public and corporate funding sources. Most of these require a formal submission to qualify for a one-time or recurring grant award.

A grant application can be a massive undertaking, or relatively simple. Most are quite competitive, and those are offered with a very specific "scoresheet". The amount of the grant to be awarded may be determined by the amount requested, and by how effective the applicant's "word picture" is in bolstering the funding request. That word picture is usually an 8-10 page set of answers to specific questions. Most of these applications are now submitted online.

One example from this year's Brevard Cultural Alliance grant worksheet is:

Please describe your proposed event(s)/activities for which you are seeking funding. Please address the following question: What does your event(s)/activities bring to Brevard County to promote the Space Coast as a cultural destination? Please be concise and brief with 3,000 characters or less.

While I'm doing most of the writing, the content

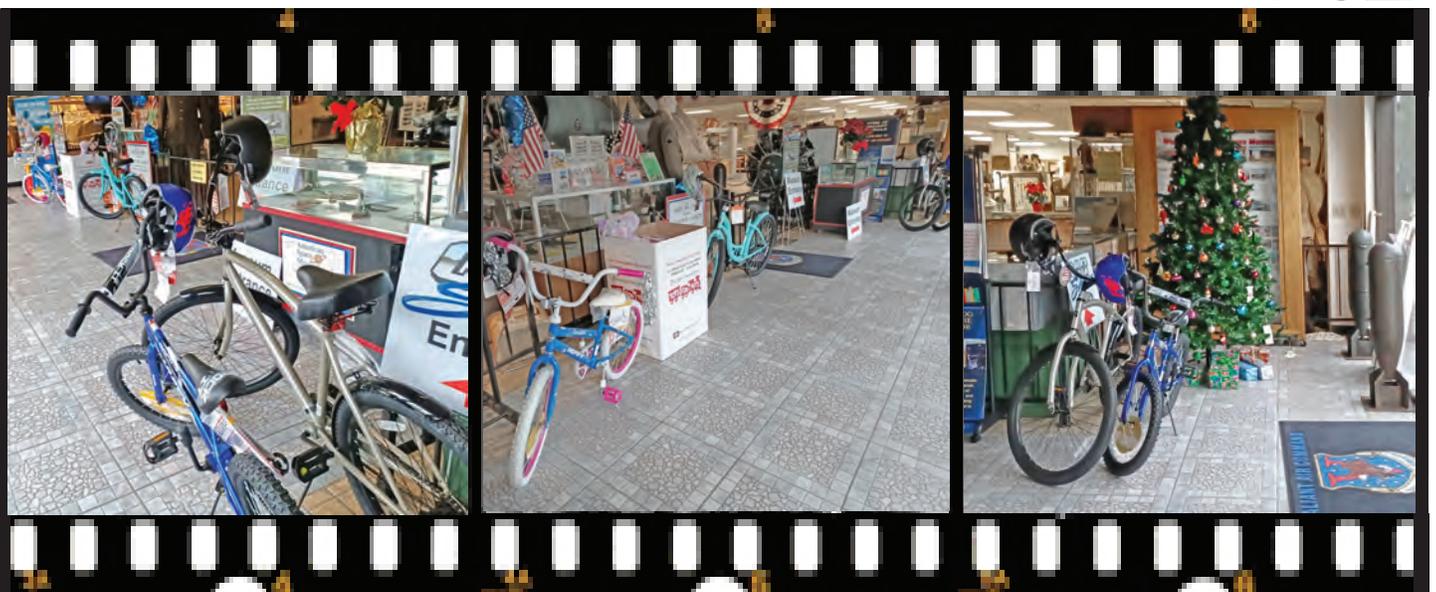
comes from every aspect of the VAC. We stress the quality of our exhibits, quote favorable visitor comments and media reviews, and show where and how the requested funds will enhance the visitor experience. Most applications also permit supporting materials, so marketing documents, photos and videos get prominent placement to "round out" the picture.

As a "familiar face", I was offered the opportunity to serve on the Board of Directors for the Brevard Cultural Alliance. This is the funding and advocacy organization for the arts and culture in our community, and the Warbird Museum is a member of the BCA. The BCA markets local arts venues, individual artists, music and performance groups, and high-visibility events. They monitor arts event attendance, encourage arts and music in schools, and offer visibility to local groups and individuals through their website and other social media resources. One of the most successful BCA programs is "Art in Public Places" whereby local artists can display their art in venues such as the Melbourne Orlando Airport Terminal, professional offices, and other high-traffic areas.

This has been a rewarding experience and has certainly expanded my horizons past airplanes and aviation. Thanks for the opportunity and support from my fellow VAC volunteers.

Ron Davis

The VAC was a drop off for



My Facebook Moment (An unauthorized sightseeing trip in Cambodia)

by Larry Champion

Many of us are aware of times when today's teenagers do something stupid (or illegal) and then take a picture and post it on Facebook or some other social media. Then, they wonder why they got into so much trouble.

Occasionally, during my tours about the Canberra, I will tell guests about my "Facebook Moment". This incident occurred in 1970, well before Facebook was even a dream. Here is what happened...

During my full year's tour in Vietnam, I flew the RB-57E Canberra testing State-of-the-art reconnaissance systems. We flew regular combat reconnaissance missions but used the newest cameras and infra-red systems. We even had one aircraft that was equipped with reconnaissance gear that could relay, via satellite, real-time data to the Pentagon. Another of our systems, a panoramic bar camera was "borrowed" and installed in the Service Module of the Apollo 15 mission to the Moon.

Oh yes, my "Facebook Moment"...In 1970, we were officially "not conducting missions in Cambodia". When we were tasked with targets in Cambodia, the missions were Top Secret and had the code name "French Leave". When we crossed the border into Cambodia, we were "radio silent" except for emergencies.

In October of 1970, we were tasked with a "French Leave" mission. The intelligence group had received reports that the North Vietnamese were flying MiG-17 fighters out of the airport at Siem Reap in far western Cambodia. Our primary mission objective was to photograph the airport at Siem Reap to ascertain whether these reports were accurate. While we had many other targets to photograph during the mission, our primary concern was the potential of MiG fighters at Siem Reap. If those fighters had launched against us in the RB-57E, it was 'no contest', we would be sitting ducks.

A common load for these missions in Cambodia consisted of two vertical cameras that looked out of the bomb bay through windows at bottom of the bomb bay door and one "Forward-oblique camera" that looked out through a window in the nose. The forward-oblique camera had a long 36-inch telephoto lens and was aimed about 10 degrees below the

horizon (effectively straight ahead).



At the time of this mission, the entire country of Cambodia was considered a "high threat area" so our minimum flight altitude according to the Rules of Engagement (RoE) was 3000 feet above ground level. I suspect this was a political decision because 3000 feet was above the risk of small arms fire causing serious damage to the aircraft, and the politicians didn't want an American reconnaissance aircraft to be shot down deep into forbidden territory.

After photographing several targets on the way to the airport at Siem Reap, we ascended to a safe altitude, probably 15-20,000 feet to travel to the final target. On the way, as we approached the airport where the MiG fighters were reported to have been seen, I snapped a couple of pictures of Angkor Wat. Angkor Wat was quite famous as the world's largest religious structure. It has been a tourist destination whenever it was not in a war zone. More on this in a moment...



Well, I set up for our run

continued on pg 11

My Facebook Moment

Continued from pg 10

over the target. Minimum altitude 3000 feet and 'high-threat' airspeed of 360 knots were achieved. The RB-57 may have been a jet, but it was the slowest jet I ever flew. As we approached the target, I turned on the vertical cameras. Flying over the airport, we were able to confirm that there were no MiG fighters in sight...Whew! When we finished the target run I turned off the cameras and logged the target info. As we were climbing out after the target run, my pilot said something like "hey Larry, let's go see Angkor Wat". I said "Sure".



My pilot immediately pulls a high-G turn and heads back to the road that leads from the airport to the main temple. He lowers the nose and increases speed as he turns down the road leading to the temple, then tells me to turn on the forward oblique camera. We were flying straight over the road at near red-line airspeed and I was taking pictures out of the nose camera. All of the maneuvers and the run down the road into the temple probably took less than 3 minutes. I was too busy looking into the cockpit monitoring the cameras and airspeed/altitude instruments to see much, but I did see us passing below 1000 feet and I suspect I called it out to the pilot. When I finally looked out, we were passing low over the moat in front of the temple and starting to climb out. Things happen fast at those speeds and altitudes. I turned off the camera and we went back to the Tan Son Nhut Air Base in Saigon.

After landing, we performed our usual after-mission routine, turning in our charts and mission logs. The ground crews downloaded the film from

the cameras and complained about the holes in the plane that they would have to repair before the next mission. We then headed to our Crew Training Facility (otherwise known as party room and bar). And now, the rest of the story...



When the film from our mission reached the organization that developed the film and graded our mission, they discovered the pictures taken from our forward oblique camera. The pictures of Angkor Wat came out beautifully. The Commander of the facility really liked the pictures we took of the temple and called my Commander to request permission to enlarge one of the photos and hang it on his wall. My Commander drove over to look at the pictures and agreed that the photo could be hung on the wall.

And then...My pilot and I got a phone call: "The Commander wants to see you. Now". When we arrived in his office, he had us stand attention while he "explained" that we had violated just about every one of the Rules of Engagement that applied to our mission. He chewed us out for a long time while we stood at attention and replied "Yes sir, No sir, Never again sir" until he stopped chewing. This was the second time I had gotten into trouble for flying too low in an RB-57. I was just a little worried.

Well, soon several Colonels and Generals saw that picture and wanted a copy to hang on their wall, too. As a result, my Commander got several letters of commendation from these people saying that his Detachment did a splendid job. Once again, I survived a near career-rattling incident with a good review.



Procurement Director's Report

Marvin Juhl, Procurement Director
Email: MaintenanceDirector@valiantaircommand.com
(321) 268-1941 ext. 4108

I thought that we just had a great holiday and yet another one is here already. This year has gone by way too fast, we desperately need to find a way to slow things down, especially for us older folks. But now that it is here, it is the time to enjoy this great holiday season in reminiscing about how the year brought much joy and accomplishments in our lives, even though there were times when we came across hardship and disappointments. It is also time to start planning the new adventure in our book for 2022. May this holiday season bring you a healthy and most prosperous upcoming year.

One of VAC's past procurement aircraft, F-101B Voodoo, has made great progress in her restoration process. Many parts had to be removed, repaired, or remanufactured, corrosion control addressed on all surfaces, parts primed before reinstallation, entire aircraft sanded and primed before the paint could be added, almost all the aircraft has now received three coats of finishing paint. It is real close now for all its decals and art trim works. Completion is just around the corner with roll-out expected in late January. Throughout this whole year 2021, the restoration volunteers have been going through the F-101B Voodoo ensuring that it will be ready for duty after restoration, the F-101B aircraft will receive its first reporting duty station assignment as the Valiant Air Command's Gate Guard at the intersection of Highway 405 and Tico Road, placed on airport property inside the fenced area. Reporting assignment expected in the first quarter of 2022. Our first impression was

"like that will never happen", but as the time continued through the year and with specialty hands in its repairs, "yep" miracles do happen.

In late 1959 in Long Inland NY on a very COLD winter day, my first duty assignment as a jet engine technician was a very large (longer than a C-47) all-weather aircraft. They called it "One-O-Wonderful" F101B Voodoo and yet they called the Pilots "One-Oh-Wonder", Radar Intercept Officers "Scope Wizard", later called Weapon System Officers "Whizzos" and Maintenance guys "Witch Doctors", later called "Voodoo Medicine Man". What was I getting into here! Suffolk County AFB was an ADC (Air Defense Command) base that comprised of the 2nd (Second To None) and the 98th Fighter-Interceptor Squadrons both with F-101B Voodoos under the 52nd Fighter Wing. Many of the F-101B's went to the boneyard after 1976. The voodoos were never used as drones like its predecessor, as they were difficult to handle and had the tendency for "pitch up". The "pitch up" was due to its high "T" tail. "Pitch-up" was usually pilot-induced by exceeding angle of attack limits for the airspeed or g-forces. The wing surface can then blank out the airflow over the elevator surfaces which renders them useless and it becomes uncontrollable until correct corrective action is taken. However, one such crew as I recall lost the plane into the ocean due to "pitch-up", both crew members ejected safely into the Atlantic's cold waters, within minutes they were rescued by a U.S. Submarine.

It stands to reason that the F-101B Voodoo is our VAC "Gate Guard" as it performed its duty in the United States Air Force, under Air Defense Command, guarding and protecting our county and its coastlines.



Panel replacement



Going into restoration



Last coat of paint



Intake skin replacement



One of the many corroded areas



Preparing for stabilizer removal



Horizontal stabilizer removed



One of the many corroded areas

VALIANT RADIALS STEM PROGRAM HOW, WHY, REVIEW, AND PLANNING



Jane Hodges a retired NASA employee volunteers her time presenting work she did for NASA.



l to r: Mother of our online student Mason Loid from Georgia who came to visit us.



Kivilcim Ozaner ground school instructor shows how a plane instrument is made



Albert Rossetti a student's parent and a volunteer instruct how to repair a break line

The evolution of STEM education has transitioned from “manual training schools” to “hands-on training” and listening to instructors who are professionals in their fields. While specialized STEM schools offer a unique and comprehensive environment, our Valiant Radials receive week to week programs to giving STEM students hands-on dealing with others, finding solutions to problems, and most importantly, working as a team to obtain knowledge of opportunities they may pursue later in life.

Without our volunteer team members and their dedication to helping our young people learn, our STEM program could not be accomplished. A special thanks to Joel McGinley, who always steps up when needed, Kathy Lowe, student Kevin Dye, Karen Brun, and a new Engineer, Brandon Grimshaw, for their outstanding support, along with Flight Instructor Kivilcim Ozaner, who has offered his services free to conduct Ground School and more for students.

The local community support continues to have great impact for our program. The city of Titusville

offered to produce two videos for us at STEM which can be viewed <https://youtu.be/2eWb-n0JH3c> <https://youtu.be/syO1ch3W0wl> respectfully. We also received ten computers from “Computers Advancing Education” along with 24 chairs, 21 desks, a whiteboard, and a podium from USATS Flight School General Manager Lee Olson. Our appreciation is also extended to William Wilson who volunteered to instruct students on the computers.

We are now discussing a summer program with our museum partners: the American Space Museum, Titusville Fire Department, and the Police Hall of Fame and are in communication with the Executive Director & CEO of the Center for Space Education at KSC. All the members and volunteers at the Valiant Air Command can now see tangible results and are all looking for more ways to help make the STEM part of the overall program and activities at the Valiant Air Command. We look forward to the new year and to see what our students can accomplish.

Reprint from 2019 4th Quarter Unscramble

VALIANT AIR COMMAND, INC. PROPOSED EXPANSION HANGARS AND APRON

The Valiant Air Command has maxed out available space for new static or flying aircraft. We have had to turn down several aircraft that would add to our stable of Warbirds and other unique Aircraft. The VAC has developed an expansion plan as follows:

PHASE ONE: Expansion feasibility will be determined by seeking various permits covering the proposed conceptual plan. Permitting at best is a convoluted process however our plan is to have Architectural site plans drawn to seek permits covering the scope of the total project to ensure the ability to execute the entire project. Estimated cost: \$49,757. **Permit feasibility completed**

PHASE TWO: Addition of a concrete apron and a new connector. The new concrete apron will be 300' X 428'. Prior to pouring the pad all storm water drains and storm water pond issues will be engineered and completed to encompass the total scope of work proposed. This will ensure the ability to add parking, other buildings and a new road connecting to the expansion project from Tico Road. Estimated cost: \$1,179,000.

PHASE THREE: The addition of a 140' X 160' air-conditioned event facility w/16' ceiling directly East of the Vietnam hangar to accommodate unique events and hangar some aircraft. This building will accommodate up to 500 people with sufficient electrical power for stage lighting, projection, sound equipment and a small food service kitchen with sufficient cooking equipment to support a limited menu restaurant and allow event caterers to prep food items. At this Phase, we anticipate adding additional parking and the new service road shown in the attached exhibit. Estimated cost \$1,984,000

PHASE FOUR: Two 25' high hangars each 120' X 180'. These hangars will be built to house additional flying and static aircraft from the armed services and other sources. We have been turning down aircraft offerings due to current space limitations. Our decision to add an event facility before new hangars is predicated on the number of event bookings we have had the past two years and those that are already on the books for next year. We have become an event destination with repeat bookings. Estimated cost \$1,154,000 each.



Valiant Air Command, Inc.

6600 Tico Road, Titusville, Florida 32780 • (321) 268-1941 • valiantaircommand.com



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Important Announcement

Due to the construction activities taking part on the airport runways

**Fly-In/Drive-In Monthly Breakfasts are
suspended/cancelled until June 2022**

We regret this interruption in our social activities and look forward to seeing each and everyone of you when the monthly breakfast is served again. Keep a eye out for our announcement that breakfast is being served again!

4th Quarter Review - October, November & December - 2021

**November 13, 2021 - Celebration Of Life
Kenneth "Pete" Peterson**



A very large crowd turned out for Pete, a popular VAC Member and worker



**BE SURE TO CHECK THE VALIANT AIR COMMAND'S WEBSITE FOR ANY
CHANGES OR LAST MINUTE UPDATES • WWW.VALIANTAIRCOMMAND.COM**

Valiant Air Command, Inc.

6600 Tico Road, Titusville, Florida 32780 - 321-268-1941

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

Veterans Day Weekend Open House

November 13th & 14th, 2021

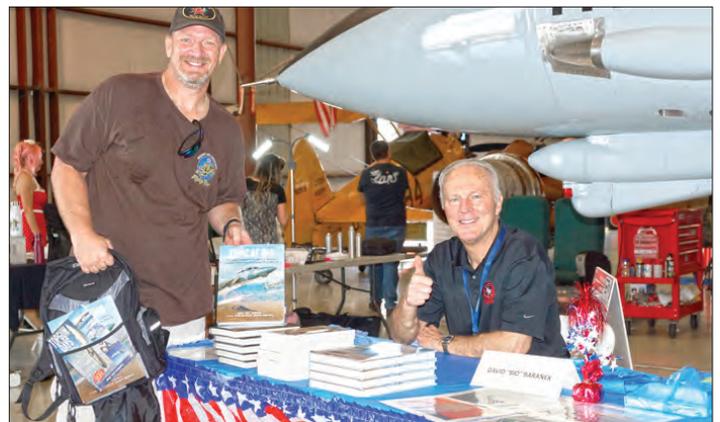
4th Quarter Unscramble Supplement



Jets on display - l to r: F100 Super Sabre, MiG 17 Fresco and F86F Sabre



The American Soldier, Then & Now



Dave Baranek, Top Gun Author & customer



A regular visitor on Veterans Day



Veteran & Troop support group

Veterans Day Weekend Open House

November 13th & 14th, 2021

4th Quarter Unscramble Supplement



Camaraderie with the F-105 for a backdrop



Larry Champion & TT18 British Canberra



Get your Warbird Pin-up Calendars here



Louise Kleba at the membership table



Space Coast Model Group



Get a balloon or have your face painted



The VAC STEM Display

Veterans Day Weekend Open House

November 13th & 14th, 2021

4th Quarter Unscramble Supplement



The Warbird Museum's Flagship on display - C-47 Skytrain "Tico Belle"



Saturday's food crew I to r: Lorraine Juhl, Patti Champion, Shirley Juhl, Suzie Brown, Joanne Baxter, Linda Hammer, Barb Rathborne, Norm Rathborne



Hamburgers and Hot Dogs cooked to order
I to r: Cindy Marini and Norm Rathborne



After your Hamburgers and Hot Dogs visit
the dessert truck for some ice cream