



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

1st Quarter Review - January, February & March - 2022

World War I 1918 Fokker D-VII biplane with an 8-foot wingspan, weight 45 lbs., donated by Bob Constantino of Fort Pierce, Fla. on 14 Jan 2022 and hung in main display area by curator staff on 3 Feb 2022



Left to Right: Malcolm Cater, Jem Golden, Randy Bushee

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

Closed Thanksgiving, Christmas and New Year's Day

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

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

Statement of Purpose

The Valiant Air Command Inc. was formed to perpetuate the history of aviation, to encourage gathering of men and women in camaraderie, research and Warbird restoration, to serve as an educational tool for young and old alike; and to assure that the memory of those who gave their lives in service to their country shall not perish.

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

Future Events • April, May, June • 2022

April 12	Board of Directors meeting 12 Noon	May 20	Airshow Practice and Media Event, Time TBD
April 23	Celebration of Life, Kevin Quinlan, Vietnam Hangar, 1-4 pm	May 21-22	Space Coast International AirShow, Titusville
April 30	STEM, Vietnam Hangar 9:30 am	June 11	Restart - Fly-In / Drive-In Breakfast, 8 to 10:30
May 7	STEM, Last class	June (TBD)	Board of Directors meeting 12 Noon
May 10	Board of Directors 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

Greetings to members, volunteers, employees and friends of the Valiant Air Command, Inc. Warbird Museum.

Our open days per week (Thursday, Friday, Saturday and Sunday) policy is still in place. Historically, Mondays, Tuesdays and Wednesdays have been traditionally slow visitor days. However, with the arrival of the planned British Tourist Groups scheduled to begin tour flights in late March into Melbourne/Orlando Airport, we will look at adding Wednesday to our open schedule. We have opened occasionally on those closed days to accommodate special tour groups, and our Tour Guides stepped up to host these groups.

As to the expansion plans, a contractor has been hired and is receiving some of the raw materials on site necessary to commence Phase 2 which is the new connector and pad. Our goal is to immediately begin



work on Phase 3, the Event Center, as soon as the pad and connector have been completed. Approximately 3 years ago we applied for various permits that cover the total expansion plan and have had over that time period many, many meetings with St. Johns' Water Management and Florida Wildlife Conservation groups that deal with gopher tortoises and other endangered species. We have received the stormwater permit

and are about to be granted a final permit to remove and relocate the gopher tortoises. This has been an agonizingly long process.



Future site of the ramp. Looking South from inside the Vietnam Hangar with the rear sliding doors open

Over the past 3 years, since we began this expansion project, costs for materials: steel for girders, sprinkler systems, roofing materials, metals for building siding, air conditioning, aluminum for ducting, lumber, labor and most other materials have escalated to the point that there are shortages of these items.

A request to add a rocket launch viewing deck to the Event Center/Hangar Project was suggested. This can be incorporated into the final architectural plans. To accomplish this, an elevator would be needed to meet ADA requirements as well as a stairway and the addition of rooftop fencing to a portion of the roof. This suggestion merits consideration and from a construction standpoint presents no *continued on pg 3*



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, Norm Daniels, Bob Boswell, Phyllis Lilienthal, Larry Titchenal
 Please note: Items submitted after the submission deadline will not be published or will be published the next quarter if applicable.
 The Editor reserves the right to not publish submitted items.

Commander's Report

Continued from pg 2

major issues except cost. To add the parts and pieces necessary. we would need a substantial donation to the project.

As reported in our 4th quarter 2021 Unscramble, expenses have been increasing over the past year and are troublesome. Insurance cost escalation, fuel, flying aircraft maintenance, and parts continue to climb as do other costs. The Board of Directors has instituted a nominal \$2.00 increase for general admission to the museum with all discounts remaining as-is. New rack cards and other marketing materials will reflect this change. As to marketing, the museum will be utilizing an enhanced social media marketing program.

Good news from the Restoration Crew. Our F-101 VooDoo has been restored and will be transported to its new location at State Route 405 and Tico Road in the near future. Those of you who have not visited us over the last few years won't recognize the transformation.

Our flagship, the Tico Belle has been busy this 1st quarter making appearances and dropping parachute teams in Dunnellon, Palatka and Zephyrhills. She is booked for additional activities.

Maintenance activities on the Tico Belle and our C-45 Beechcraft have been thorough and continue to be ongoing. Both aircraft are continually ready for on-call duty. The groups who call for the C-47 and the Beechcraft know that the aircraft is well maintained, meets all FAA requirements, and are confident they will perform. We are their preferred first call for duty.

Preparation for the upcoming 2022 Airshow is in full swing. Bob Boswell continues to orchestrate and assemble the many parts and pieces that make up the finished complex product. Bob continues to increase the number of events going into 2022.

During this first quarter, the museum hosted many events, and more are on the books. Making a hangar ready for an event is a client-driven situation. Most clients elect to decorate or theme their event bringing in lighting, sound equipment, entertainment, stages and dance floors. Each event requires setup in the hangar, movement of aircraft and placing them

elsewhere needs to take place a few days before the planned event and needs to work around available parking spaces and vendor/caterer needs. Tom Etter and team work out all these details with the client and Bob Boswell (XO) before the event.

Our current financial picture continues to be healthy; we continue to recruit new members, renew memberships and book events as well as receive income for aircraft appearances and flying parachute events. Tracy continues her diligence in all financial aspects of your museum and its activities.

IT/Personnel functions continue 24/7. The health of our communication equipment includes computers and upgrades. Personnel issues include tracking and maintaining membership rosters, communication to and from members, badging, training personnel and website maintenance.

I am grateful for the dedication of the volunteer craftsmen working in the Restoration Hangar and the Tour Guides who exhibit a wealth of knowledge working with the Museum visitors; these are the two groups that make history come alive.

The STEM program for young people have been very well attended with varied hands-on projects. These programs are offered at no cost to the students. There is a core group of instructors that step up to volunteer time and talents to further this ongoing effort. Class examples go from soldering to coding and many subjects in between. All valuable skillsets for young people.

The enhanced memorabilia offerings located in the Main Hangar and the Vietnam Hangar are continually being upgraded and organized in a manner that "tells the story and the significance of these artifacts". The man-hours spent researching items, their place in history, and contributions are outstanding.

A special thank you to Louise Kleba who is the scribe at our monthly Board Meeting, Fast Card Coordinator, Membership Communicator among other duties. Same to Kenita Bushee who keeps the air show communications between many parties, including regulatory information, and to Phyllis Lilienthal who edits, formats and publishes the quarterly Unscramble.

Space Coast Air Show

May 21 & 22, 2022 - Space Coast Regional Airport



Executive Director's Report

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

The Covid-19 Pandemic has disrupted many of our museum's daily operations and activities. One of the events impacted was our normal Board of Directors' election schedule. To get back on track, three board positions will be open for election this year: Executive Officer, Operations Officer, and Facility Officer. Any member in good standing is eligible to apply for a board position. Included in this issue are instructions and a form to apply for one of the positions open for election/reelection. The cutoff for applications for a position on the Board of Directors is close of business, August 15th. Elections will be in October.

The second Saturday in June, the museum will resume the fly-in/drive-breakfast. This early bird event from 08:00 to 10:00 features a catered breakfast and good camaraderie. This is the best breakfast deal in town; \$12 for adults includes the breakfast and museum tour. It is always fun when everyone gets together to talk about airplanes and flying.

After a long two years, we are once again hosting the warbird airshow at our home airfield, the Space Coast Regional Airport. Due to a lack of internal resources, the organizational structure for the show this year has changed. An air show production company was obtained to set up the grounds, advertise the show, sell tickets, and manage the event. Saturday and Sunday, May 21 & 22, the show will be highlighted by a lengthy list of current front-line fighters along with several aerobatic demonstrations and warbirds. Advance discount tickets are already online. Current VAC members can attend both days without having to purchase a ticket. They will also be able to enjoy a hospitality reception with food and beverage in the member's tent on the show line without charge. A parking and entry gate pass will be sent to all current members in advance of the show. VAC members must enter the show through the Center Gate where current membership will be checked, and a daily wrist band provided. Now is the time to ensure that your dues are current; or if not a member, join.

Continuing to advertise and promote the Warbird Museum, we have attended as many community events as possible. Recently the VAC sponsored a "Comfort Station" at the *continued on pg 5*



Kevin Quinlan

Kevin Quinlan, 75, passed away Wednesday, December 15, 2021, at home after a brief illness.

He served as the VAC Public Relations Officer from 1986 to 1993 and Commander from 1994 to 1996.

Kevin graduated from AIC College with degrees in Business and Education. He was an Antique Dealer, Auctioneer and avid collector of all things aviation-related.

He raised funds for the VAC through the annual VAC auctions on Airshow Saturday night. He also hosted The Dirty Flight Suit BBQ on Airshow Thursday night.

In his spare time, he loved playing music, looking for antiques all over the country, watching Jeopardy, talking about warbirds and passing his knowledge about warbirds to the younger generations. Kevin was a big supporter of the local SPCA where donations are always welcome

A celebration of his life will be held on Saturday, April 23, 2022, from 1 PM to 4 PM at the Valiant Air Command Warbird Air Museum



Winners of the "Tico Belle" Sweepstakes



Natalie Harris, with her children Alayna and Nathan Harris and guest Henry Rivera – all were given a one-year complimentary membership as well as a local flight that will include seeing the ships in the Port and flying down the Space Center runway that was used by the Astronauts.

Executive Director's Report

Continued from pg 4

five-mile marker for the "Ride it Down" bicycles, bands & brews trail ride that started and finished in Historic Downtown Titusville. Our Warbird Museum promotion booth was also at the Central Florida Honor Flight event in Oviedo, Florida, and again at the Museums of Brevard Open House Showcase held at the Veterans Memorial Center in Merritt Island, Florida.

As always, we are needing air show volunteers for our static aircraft on display, and to work the concession stands and our member's chalet. Please fill out a volunteer form on our website or email Kenita Bushee at: kenita.bushee@valiantaircommand.com

Cruise Ship shore excursions have resumed. Our museum is one of the stops on the "Space Coast

Heroes" Tour. One of these tours is scheduled to arrive on Wednesdays. The BOD is keeping a close watch on the virus situation and may extend our days of operation to Wednesday through Sunday, 9-5.

The museum has been the venue for many events this past quarter, including a large car show (130+ cars), St. Jude's Children's Hospital fundraiser, the Rotary Jazz festival, and multiple lunches, dinners, and meetings. These activities have had a positive impact on our financial bottom line. Events, such as weddings, are already scheduled for 2023.

An old saying, we have heard many times; there is a light at the end of the tunnel. I am optimistic that the virus pandemic is on the decline and our return to normal is not in the too far distance.



Maintenance Director's Report

Terry Rush, Maintenance Director
Email: MaintenanceDirector@valiantaircommand.com
(321) 268-1941

"Tico Belle" has been fairly busy lately and performing very well with little to no maintenance items. We completed a 25-hour inspection on her last week.

The Beech 18/C-45 has finally flown after much work on the instrument panel and interior, plus an annual inspection. It flew great with no squawks. However, on its first revenue mission on Friday March 4th dropping jumpers along with the "Belle", it had a cylinder failure on the left engine.

John Makinson left Palatka in the middle of the night to get the necessary special tools. He borrowed a truck from one of the jumpers and drove to Deland, the VAC, and back to Palatka where he began removing the blown cylinder.

While this was happening, an overhauled cylinder was located and overnighted to Palatka. By the time the cylinder arrived on Saturday, our crew of Leigh Lewis, John Makinson, Mike McCann, Tater, and Tory had the bad cylinder removed and the engine ready for the new one. Due to their teamwork, the Beech was only out of service for less than 24 hours and was able to fly to home base on Sunday.

Thanks so much to all of the crew who made this happen. Awesome Job!

Would you like to be a volunteer at the VAC? Fill out an application on our website or stop in at the Gift Shop and get an application. Love to have you.

Traveling Vietnam Memorial Wall



The Traveling Vietnam Memorial Wall, donated by the Patriot Guard Riders, will be delivered by motorcycle escort to the Valiant Air Command Warbird Air Museum, 6600 Tico Road, Titusville, on Sunday, 3 April at 3 p.m.

The Wall will be on permanent display in the Vietnam Hangar. A formal dedication service will be held at a later date.



Back lit XP 82 Twin Mustang on display in the Vietnam Hangar



P R Director's Report

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

A winner for our Sweepstakes was drawn and will soon be scheduling their flight on our C-47.

We will be using Mail Chimp to communicate with the 600+ folks who gave us permission to contact them, and the 80+ folks who were interested in volunteering, and finally the 80+ folks who wanted more information about events.

The Warbird Air Museum has been selected for the Best of Titusville Museums for four years in a row and that qualifies us for the Titusville Business Hall of Fame.

I had a conversation with Bryan Lilly's PR person to start the publicity for the May Airshow.

We received permission from the Florida Department of Transportation for them to place a brown sign on both Northbound and Southbound I 95 one mile from Exit 212.

Our sweepstake's winner will be taking their one-hour flight in our C -47 on March 19.

We will be meeting with Florida Today to finalize our campaign for social media.

TUI the European Travel packager starts flying to Melbourne Airport in three weeks. We have a huge ad running on the airport video screen.



Facilities Director's Report

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

I have been ill and absent most days of this Quarter. I hope to be back and active in the next Quarter.

The Facility Crew did much work in the First Quarter without me under Marvin Juhl's guidance. I thank the crew, in no particular order, of Jim Towe, Charlie Hammer, Joel McGinley, Terry Nies, Charlie Meyer, David Shores, Roger Tonovitz, Hawk Moore, Jim Bowers, Larry Dickenson, Dan McAlexander, Lorraine Juhl, Patti Champion, and advice and help from Terry Rush, Bob James, John Makinson, and Norm Daniels. Sorry if I missed anyone.

We are so lucky to have these great people volunteer their time and expertise to the VAC.

Fly-in/Drive-in Breakfast Cancelled Will Resume June 11th, 2022



The airport closed down runway 9/27 and plans to reopen the runway in June. All aircraft had to use runway 18/36 and that meant we could not use the taxiway to park aircraft during the breakfast.

If all goes as planned, we will restart the Fly-in/Drive-in Breakfast on June 11th. Please check the day before for cancellations.





Procurement Director's Report

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

March 1998 procurement of F-101 Voodoo S/N 59-400 became part of the warbird static display among her notable companions. The F-101B was designed to meet both tactical and air defense roles. Model B's two-seat, all-weather interceptor used by the Air Defense Command was in production from early 1959 to mid-1961, the reconnaissance versions were the world's first supersonic photo recon aircraft in low altitude photo coverage of missile sites during the 1962 Cuban Missile Crisis and the late 1960s in Southeast Asia.

Over the years our F-101B has acquired much corrosion and deterioration of the aluminum skin that had to be addressed. Many parts had to be removed, repaired or remanufactured, and corrosion control addressed on all surface areas. The entire aircraft had to be sanded and primed before the final paint was added. The aircraft has now received all coats of finishing paint and all its decals and art trim works applied.

Our VOODOO has finely made its way out of the restoration building with a complete makeover.



Completion roll-out was Saturday, 26 March 2022. This could only have happened with our dedicated restoration personnel who slaved over the aircraft ensuring that it meets the VAC's highest standards. Bob Filippi was our overseer of the project from the start, which started outside working in the summer heat, but soon transitioned into the restoration hangar ever quickly where more personnel were recruited for the complete make-over. These personnel were called "Witch Doctors", Larry Knoch, Larry Mathis, Tom Wilke, Jim Bowers, Tim Daugherty, Cindy Ramsey, Mike Bernstein, Charlie Hammer, Nicki Hovanec, Peter Mascaras, Bob Underwood, and Bob Westman. Because they were able to do unbelievable repairs with what seemed almost impossible to accomplish. They have now earned the title of "VOODOO MEDICINE MAN" and "VOODOO MEDICINE WOMAN". A job well done.



In the last issue of the UN-SCRAMBLE I told a story that took place 60 years ago of an F-101 out of Suffolk County Air Base, Long Island that got into "pitch up". This was an unrecoverable flat spin that occurred when the aircraft was pressed too hard. The two pilots were picked up by a US Navy training sub out of Groton, Conn. The USCG also participated in the rescue of this Voodoo crew. Well that drama further unfolds, AND NOW FOR THE REST OF THE F-101 STORY as told by Cecil Berry: I was the aircraft commander of a Coast Guard Grumman Albatross "HU16" out of Floyd Bennett Field, NY.



Our mission was ditching drills for a Coast Guard Cutter of Long Island when we heard a military aircraft bailout alarm. We used our automatic direction finder to home in on the alarm, and in a few minutes located the two pilots in their rafts in the water. I dropped several smoke floats to keep the pilots insight and called for the USCG helicopter. Circling the rafts I saw a USN submarine surface a few miles away and attracted the subs attention by flying by at 50ft, making lots of prop noise, and giving the follow-me signal by rocking our plane's wings. The sub's skipper called us and asked if he could help. He was most happy to take the downed pilots on board.

Capt. Cecil Berry USCG Retired, VAC Tour Guide.

Thank you Cecil for the rest of the story, it's a small world indeed.



Operations Director's Report

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

Greetings from Flight Operations. All is well with our C-47 and C-45 due to the great maintenance team keeping them in the air. We have been flying for the Static line parachute teams about once a month since January. We started in Zephyrhills on February 11-12th and were slowed down by strong winds on the last day. This was with Phantom Team and also free-fall jumpers from Skydive City. A great event that is repeated 3 times a year. February 24-27th we went to

Dunnellon Florida to fly for Bob Mathew's (X35) team. Great weather and winds made a super successful weekend. Jumpers from all over the world were there and they loved the Tico Belle. On March 3-6th we went to Palatka to fly for the Round Canopy Parachute Team led by Bill Markham. We also brought the C-45 with us and completed jumps from both planes. Another GREAT weekend with our Airborne Brothers. On March 19th we flew the sweepstakes winner and family around Cocoa Beach and Shuttle Landing Strip. Thank you to all the volunteers that make all this happen. Safety is my responsibility. Leigh Lewis (Director of Flight Operations)



Phantom Parachute Team in Zephyrhills February 11-12, 2022 including pilots John Makinson and Terry Rush with Stan Taylor as Jumpmaster

Seen At The Car Show - February 26, 2022



Marvin Juhl, VAC Director, checking show



Storm Troopers to help Marvin ;<)

NEW IMPORTANT AIRSHOW INFORMATION IN CASE YOU MISSED IT

ANNOUNCING THE VALIANT AIR COMMAND'S 2022 SPACE COAST INTERNATIONAL AIRSHOW

ALL NEW - ALL DIFFERENT

There are major changes.

COVID-19 has impacted the whole world in many negative ways and the Valiant Air Command warbird museum, and its annual air show is no exception. The VAC had to cancel the 2020 airshow as the worldwide shutdown took effect. Maintaining our visibility in the air show community, we participated in the limited Cocoa Beach and Sanford Airshows in 2021. The success of these events allowed us to consider a 2022 Airshow.

New Date - New Name

In order for the VAC to continue our honored tradition and bring you a quality air show, we had to change.

We were able to attract the Canadian Snowbirds as our main performers, but the earliest the show could be held is May 2022.

We set the date and renamed the airshow as the:

Space Coast International Air Show 21-22 May 2022

New Operational Model

The administrative and operational responsibilities are now under the conduct of B. Lilley Productions who has responsibility for: ticketing, parking, VIP tents, vendors, port-o-lets, support personnel, performances, and scheduling.

As in our past airshows, the VAC will need volunteers for the following areas: historians for 26 static aircraft, food service booths, Member/Volunteer Tent, Beer Garden, Ice/Food delivery, and limited golf cart drivers. If you are interested in volunteering, please call 321-268-1941 Ext 4102 before May 7th to be put on the Volunteer List.

Be aware of the following:

- The VAC does not control ticketing. This is an admission by ticket only airshow. Advance tickets can be obtained by visiting the website - spacecoastairshow.com
- VAC MEMBERS showing their badges are admitted free each day through the Member Gate only. New or renewing members can sign up and pay at the gate. All others must have purchased tickets in advance or may purchase tickets for entrance at the gate.
- VAC Members must obtain wristbands when checking in at the Member Gate each day for access to the VAC Members Only Tent.
- VAC Volunteers will be assigned a parking site and transported to work stations. More information on this will be sent soon. VIP and other Parking may be available for purchase on the website and not the VAC as in previous years.

Space Coast Air Show - May 21 & 22, 2022 - Space Coast regional Airport

Robert O. "Doc" Bixby July 11, 1938 - Jan 28, 2022

South Colton, New York. Robert O. "Bob" Bixby passed away peacefully early Friday morning at his home after a short bout with cancer.

Bob is survived by his wife of 57 years, Louise; his two daughters, Mindy Bixby and Leigh Rodriguez, and his four beloved grandchildren, Mollie Curtis and Bowen,



Tate and Neiva Rodriguez. Bob is also survived by his three siblings, Beth (John) Davis of Fletcher, NC, Joel (Jennifer Baird) Bixby of Lisbon NY, Roy (Jennifer Hazen) Bixby of Malta, NY, and several nieces, nephews, and cousins.

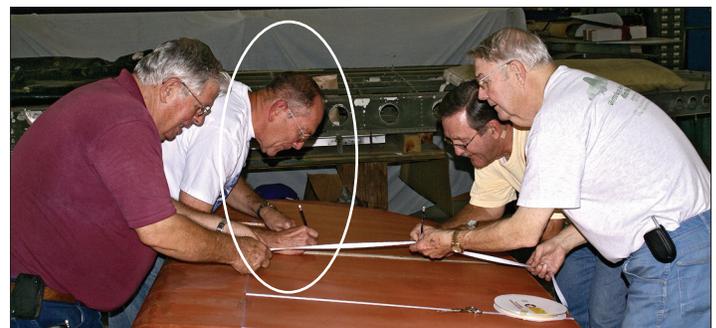
Bob was born in Potsdam, NY on July 11, 1938 to the late Donald and Irene McGee Bixby of Norfolk. He graduated from Norwood-Norfolk Central School and Cornell University, where he earned a Doctorate in Veterinary Medicine in 1962. While at Cornell Bob met the love of his life, Louise A. Young. They were married on April 11, 1964.

Bob first began practicing veterinary medicine in Somerville, New Jersey, then moved back to Norfolk in 1965 to join his father's practice. Shortly afterward he built a new veterinary hospital on Rt. 56 in Norfolk, which he operated with the able assistance of his lifelong friend Clark Warner until their retirements in the late 1990s. By that time he and Louise had moved to their new home on Higley Flow.

Bob enjoyed membership in the Norfolk Lions Club, coaching in the Norfolk-Norwood girls' hockey program during the 1980s, membership in the St. Lawrence Power & Equipment Museum, and vintage big trucks. He and Louise also spent many winters in Titusville, Florida where he made many new friends while volunteering to help restore vintage military airplanes at the Valiant Air Command Warbird Air Museum.

Burial will be in the spring at Bixby Cemetery in Norfolk, where he will be interred alongside his infant son Timothy Orton Bixby, born in 1967. It is anticipated that final services will be held in July. Memorial donations in Bob's memory can be made to Help Sami Kick Cancer, 5905 CR 27, Canton, NY 13617. Memories and condolences may be shared online at www.buckfuneralhome.com.

DOING WHAT HE LIKED TO DO



“Tex” Hill Tribute Pistol Donation

Bruce S. Toma was an ACE pilot in the USAF serving 20 years of active duty. Upon retiring from the military, he became a pilot for United Airlines also for 20 years. He passed away January 2021. His wish was for the Valiant Air Command, Inc. museum to have and display his Tribute “Tex” Hill Pistol shown by his wife in the photograph. Sara Toma was gracious enough to make a trip from Pennsylvania to present this tribute to the museum in her husband’s name.



TBM Avenger up-date

During the Cocoa Beach Airshow In April 2021 our TBM Avenger, while flying, lost all engine power and was forced to make an emergency landing in the water. While no one was injured, the aircraft was in saltwater over a 24 hour period before it was brought to shore. The insurance company, after their inspections, declared the aircraft a total loss. FAA inspections also declared the aircraft was a total loss.

The insurance company gave the VAC the option to buy the aircraft from them. On cursory inspection, the VAC elected to buy the aircraft from the insurance company for a token amount as we initially believed it could be restored to static display status. After using a fire hose to flush out all the sand the VAC discovered massive internal structural damage from nose to tail, as well as destruction of all magnesium parts due to saltwater corrosion. During this time period, a few firms visited to look at the aircraft to potentially buy and restore it. The firms determined that rebuilding to flight status or static display would be cost-prohibitive and time-consuming. Late last year a company made an offer to buy the aircraft, as is-where is, and find a location to display the aircraft In its current condition. We decided to take the offer. The aircraft and all parts and pieces, including the destroyed engine, have been picked up by the buyer.

Editor’s note: The above information was published March 2, 2022 on the VAC website.



File Photo



File Photo

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YOUTH ATTEND STEM SESSIONS NOT BECAUSE THEY MUST BUT BECAUSE THEY WANT TO



Brandon Grimshaw and Ryan Hopman instructing soldering in the new training area in the Vietnam hangar



William Wilson instructing Coding to students on our newly donated computers

Can you remember when we introduced our FREE STEM program back in 2018? We had no tools to instruct other than reading about STEM back then. Although other countries had been using STEM in the US, educators were still not convinced it worked. We had very few instructors and some reluctance to instruct by some. One morning we had no instructor, and then Randy Wheeler, a former Helicopter Pilot, hears about our dilemma and comes to the classroom to conduct a terrific class. Being a STEM coordinator is a position that requires time to find presenters and set a program that follows the same time structure as the school's do. We meet every Saturday starting in August and ending in May the following year. STEM programs have grown in the last few years; they have made their way into the Public School System. The school system has paid instructors to instruct the STEM curriculum where we have all Volunteers.

The difference is we have a much higher standard in our Volunteers - they do it out of love for the students, and the students are not required to attend. They come because they want to learn. The instructors we have are

the best, Joel Mc Ginnley, right-hand man, Kathy Lowe, always ready to help, Kivilcim Ozaner flight Instructor, Branson Grimshaw, Ryan Hopman, both qualified engineers, William Wilson, Computer instructor, and the US Space Force at Partick Air Force Base. Our Team Advisers are Karen Brun, Jennifer Maren, Jolene Clark, and yes, all members of the Valiant Air Command. We are planning a super event to start a Scholarship fund and invite the community this May 14, 2022. This will include entertainment, dinner, awards, and a few other surprises. We will be selling tickets very soon. How can anyone say no to a student who rides his bike 40 minutes every Saturday to class, and parents who drive from Orlando, Florida, to bring their son to class because he wants to attend? That is just a few true stories that come to STEM sessions not because they must, but because they want to.

The most satisfaction is to see a young child with a happy smile on their face after completing a Science, Technology, Engineering, Math, Aviation accomplishment. Sincerely, Bill Teixeira



2/26/2022 - VAC participation in the "Ride it down" bike ride, Titusville. Bob Boswell & Bob Jones at the 5 mile turn around point.



3/20/22 - VAC participation in the Museums of Brevard Open House Showcase in Merritt Island. Lorraine Juhl & Christine Reynolds

WHY DO I HELP WITH STEM AT THE VAC?

by Joel McGinley

I lived in Glendale, CA and one day in elementary school, about 1967, we took a field trip to an amazing place where they built actual spacecraft and tracked them using huge antennas! When I came home, I built little models of “Surveyor” out of clay and balsa wood, and dropped them on bare patches of dirt in my backyard. As I grew up, I started working Saturdays and summers at the family business – welding, metal fabrication, trailer hitches and related.

In college, I was advised to take Mechanical Engineering by a thoughtful and helpful counselor, but even as graduation approached in 1980, I wasn't sure where I might work. Two very local employers were Disney's engineering group, and the famous Jet Propulsion Laboratory, where a college friend's mom worked. She let me visit her, and ‘Wow – this is the place we visited in school’ It was déjà vu walking around and seeing the shops and the giant tracking screens!!!

Of course, I applied for a job and got an interview with a mechanical engineering group where they did actual design, assembly and testing of spacecraft. In talking to the manager, I also explained my hands-on work at the family shop, my college projects, and helping build and prepare a sports car that my older brother raced. He commented on my hardware knowledge and experience preparing something like a car for a big event... and he hired me!

I was assigned to oversee and direct the assembly of the Wide-Field and Planetary Camera-one of the main cameras for NASA's upcoming Space Telescope. Later I did the same for the Galileo spacecraft that was launched by Shuttle Atlantis in 1989 – which is how I ended up in Florida.

So, the luck to go on that field trip, backed by hands-on work, led to a great career. I want to help students have a similar chance, and working with STEM is the best way I can help.

Valiant Air Command Warbird Museum Receives 2022 Best of Titusville Award

Award Program Honors the VAC

Valiant Air Command Warbird Aviation Museum has been selected for the 2022 Best of Titusville Award in the Museum category by the Titusville Award Program.

Charles E. McGee

Dec 7, 1919–Jan 16, 2022

Charles E. McGee, 102, was a Tuskegee Airman who flew combat missions in World War II, the Korean War, and the Vietnam War. McGee was studying at the University of Illinois when Pearl Harbor was bombed on December 7, 1941. Already an ROTC student, he decided to enlist, and he was chosen for flight training with the Tuskegee Airmen. He flew a P-51 Mustang in World War II, nicknamed “Kitten” after his wife. After his tour of duty, McGee returned to the U.S. and trained a new class of Tuskegee Airmen before deciding to make a career of the newly created U.S. Air Force. He was promoted to major and then to lieutenant colonel as he flew in the Korean War and the Vietnam War. He recorded 409 combat missions, the third most in U.S. Air Force history, before his retirement as colonel in 1973. McGee was honored with a Legion of Merit, Distinguished Flying Cross, Bronze Star, and other decorations.

After his retirement from the military, McGee returned to school and earned his degree in business administration, later working as the director of the Kansas City Airport and serving as national president of the Tuskegee Airmen Association. In 2019, just after his 100th birthday, McGee was promoted to brigadier general by a congressional measure. He was honored at President Donald Trump's 2020 State of the Union address, where the president pinned his star on his uniform.



VAC participation at Central Florida Honor Flight event Saturday March 19. VAC Goodwill Ambassadors Bob Boswell, Ron Davis and Suzie Brown attended.

A Most tragic Weekend

by Capt. Ray J. Schalk, Jr.

I want to relate one of my crewdog stories. The time was the second weekend in July, 1967. I was the co-pilot on Crew E-39, along with Capt. Dick Dixon (P), Capt. Ken Palmer (RN), Capt. Sal Segreto (N), Capt. Charlie Goss (EW), and SSgt George Edwards (G). We were with the 736th BS from Columbus AFB, TOY to Guam. This was the beginning of my second Arc Light tour and I had only arrived ten days earlier. The first '66 tour had brought no losses. I was ill-prepared for the two events of that tragic weekend and circumstances had me involved in both. The first was the July 7th mid-air where two birds were lost along with six on board. I was the co-pilot in RED 3. This incident is also chronicled by Ron Gable - Red 1 (CREWDOGS II) and Toki Endo - RED 2 (CREWDOGS V). The second event was the crash the next day of Brown II at DaNang where five were lost.

I'll begin my memories of the mid-air event at our briefing, which began about 11 PM. The mission called for two cells involving six crews. The lead cell, RED cell, consisted of the March AFB Sutler crew in the lead, and the Columbus Westbrook crew as #2, our Dixon crew as #3. Additionally, the airborne commander for the mission was Major General William Crumm, flying in RED 1. It was to be Gen. Crumm's last combat flight before departing for stateside duty, I don't remember if our crew knew that the General would be on the mission, but I do remember my introduction to him that night. He carried himself like "one of the guys", while leaving no doubt that he was a true professional. My other two memories are that, unlike us, he wore a powder blue flight suit, and that he was dozing a little during the briefing. Now that I am 71+, I can appreciate that behavior. With the weight of the ongoing responsibilities of his position and the pending move and the eleven o'clock PM hour, he deserved a doze.

The mission's objective was to strike targets NE of Saigon. After a pretty routine briefing and pre-flight, we took off at about three AM. Again, all went well, refueling and prepping for the bomb run - donning our chap kits, checking in with the MSQ site, closing in to close visual formation, and such. The VFC flying part was really fun, for the pilot at least, but all recognized the risk. The aircraft separation was, as I recall, wingtip to wing-tip, nose to tail with 15 feet of vertical separation, which was dangerously close, especially for

giant aircraft like these. The B-52 just isn't as responsive as a fighter.

About four and a half hours into the mission, the trouble began. We had closed to the V formation and I was flying the aircraft. Dick and I had worked out that pre-refueling and bombing time would be on me, resting him to execute the more critical phases. We were in an 80 degree turn to the IP south of Saigon out over the South China Sea.. The MSQ called with identification problems and directed lead to change positions with #2. RED 1 verbally initiated the change and #2 acknowledged with the intention of descending and moving up into the lead position. At this point, Dick said, "I got it", which I acknowledged. We discussed that we better give them a "wide berth"; I then radioed that we were moving out and slightly back to the left in the formation.

Now to digress for a moment. Remember this is being executed in a banked turn in a tight formation in a big aircraft. For anyone who hasn't experienced this, holding your place on lead is difficult enough, even without jockeying around in the sky at 32,000 feet. From our upper position in the echelon in that banked turn you felt like you were "falling into" RED 2 as he started descending and moving forward. All of this equals "Pucker time"!

An additional consideration which we observed was that RED 2 had been flying "tucked in tight" since forming up. Wingtip vortex-generated downwash from Red 1 would have #2 experiencing control pressures which they likely trimmed out. As Red 2 moved down, under, and forward, these pressures changed and would have been neutralized, inviting their left wing to start moving up. Just as they passed forward under # 1, the cell roll out was initiated. At this point they were sufficiently close such that interacting aerodynamic forces between the two aircraft made a collision unavoidable. SAC Accident Prevention Bulletin 127-1 (Oct 1967) confirms these conclusions.

Psychologists say that "significant emotional experiences" stay with you forever. I can still replay it in my mind. It goes like this. We were still in the turn - aft and out a bit - when lead started to rollout. "Oh my God!" (Remember how close we all are). I jumped on the yoke with Dick, trying to pull away from the inevitable. We were full left at the stops, but the old bird just responded "oh soooo" slowly. It seemed like an eternity until it took. As we rolled left, we watched them fly together. Lead was "rolling out" right onto #2. As they

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A Most Tragic Weekend

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made contact, lead's wing separated from the body as it struck #2. The impact occurred right in the 47 section, severing the tail. I can still see the gunner's white helmet as the tail cart-wheeled away. Red 1 fell away out of sight. Tailless, RED 2 continued forward starting into a slight descent. I remember it reminding me of a flight of a paper airplane. Just forward of the 47 section, a small line of flames erupted and shot up the center of the aircraft and then out both wings, It looked as if someone had lit a match to a trail of gas. Then, WHOOMM, the entire aircraft exploded in a ball of fire. Remember, we weren't long off of our tankers and still had quite a load of fuel. James Bond movies were popular then and used huge gasoline explosions for effect. It was just like that! We flew through this huge fireball with debris going everywhere. A loose engine was heading right for our cockpit, seemingly in slow motion. I knew I was dead. Miraculously, it fell away, slipping just under our nose. Then, just that quick - measured in seconds - it was over. I remember the bright sunlight and the eerie quiet - as if nothing had happened.

I have the benefit of adding to this story the additional perspective presented by Red 1's copilot, Wilcox Creeden, as he related his bail out experience in SAC COMBAT CREW(Nov 1967). Here is an extract and I quote, "I remember feeling the rush of air on my face and started to believe I had it made. My hopes dimmed when I saw I was approaching a huge ball of flame covering the exploding airplane. As I came nearer to this inferno, I could actually feel the hair on my head burning; I realized I had lost my helmet but it didn't seem to matter now. Luckily I separated from my seat and fell short of the flames".

For us, back in Red 3, the adrenalin kept us focused. My thoughts went to my fellow crew members. I realized I had no communication and assumed they didn't either. The last words that I remember hearing were, "Mid-Air! Mid-Air, Mid-Air!" I remember saying to Dick that we were flyable and that I needed to tell them not to bail-out. To which, he said, "O.K.," and gave me a thumb-back signal to go to the rear. When I returned and strapped in, I found the reason for my communication loss. Between the maneuvering and the fireball concussion, my mike chord must have been jerked loose.

The crew continued to check our air worthiness as we endeavored to finish our mission. Charlie, our EW,

worked the radios - especially the HF handling crash info transmissions. The rest of us continued checklists to get the bombs to the target, which we accomplished. Then, as we climbed out, things slowed down and the impact of what we had experienced began to set in. On the way home, no one said anything. We just sat there, reflecting on what had happened, fighting off feelings of horror, helplessness, disbelief, and sorrow. The closest thing to it, for me, is to watch a You-Tube replay of the B-52 Fairchild crash.

IT WAS THE LAST COMBAT VFC FOR THE BUFF.

An additional note is that we did get to visit George Westbrook shortly after his return to Guam. We all talked, but he was still somewhat sedated. His head was, as reported in Book V, swollen like a pumpkin, now all black and blue and his eyes were just little slits. He shared with us details of his rescue - struggling to get into the basket while the sharks were closing in on him - his story is something I remember. The rescue pilot dropped his chopper down to the water level pushing George under, thus driving the sharks away and allowing his rescuer to jump in and help. Credit to those rescue folks! Credit to George's heroism as well!

Editor's Note:

Captain Schalk is a VAC Member. The B-52 nose section that is on display at the VAC was once flown by Capt. Schalk.



The Restoration Crew



Line waiting to enter the B-52 nose section



Exhibit Signage

Car Show - February 26, 2022



Overview of the ramp



Expensive



Pretty



Antique



Noisy

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

**Fly-in/Drive-in Breakfast Cancelled
Will Resume June 11th, 2022**

Valiant Air Command, Inc.

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

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



VALIANT AIR COMMAND

6600 Tico Road, Titusville, Florida 32780-8009

Phone: (321) 268-1941 Fax: (321) 268-5969

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

ELECTIONS 2022

The following is a list of officers and the term of service that are up for election this year. If interested, you must comply with current VAC policies. To qualify as a candidate for office, you must be a member in good standing of the VAC. A qualified member that is interested in running for a Board of Director's position, or an incumbent seeking re-election to the same or another Board position, must file a "Letter of Intent" with the Board of Directors. The letter or form must contain the following:

- a) Specify the position for which the member is running and intends to fill.
- b) The original signature of the member who is seeking the position.
- c) The original signatures of two (2) additional members in good standing of the VAC who endorse the placement of the candidate's name on the ballot.

In addition, a biographical history of the candidate must be submitted with the Letter of Intent. (Brief autobiographical histories of less than 1,000 characters are suggested.)

Please contact the Administrative Office for a detailed copy of the duties of a Board of Director's position that interests you. The Valiant Air Command, Inc.'s Board of Directors position is considered a "Working Board" position.

Offices Available for Full 3-Year Term 2023-2026

Executive Officer	Incumbent	Bob Boswell
Operations Officer	Incumbent	Leigh Lewis
Facilities Officer	Incumbent	Tom Etter

Autobiographical histories together with your original Letter of Intent with required endorsements must be received at the VAC Headquarters by 5 P.M., 15 August 2022. The list of candidates, the position for which they are running, and their biographical histories, will be emailed along with instructions for voting electronically this year. Those members who do not have email will receive a package with instructions for the voting on the 2022 candidates.



VAC MEMBER

LETTER OF INTENT TO RUN FOR ELECTION

DATE: _____, 2022

TO: Board of Directors, Valiant Air Command, Inc.

FROM: _____ (Please Print Legibly)

SUBJECT: Letter of Intent – Elections 2022

The purpose of this Letter of Intent is to notify you that I, _____, a member in good standing with the Valiant Air Command, request your consideration as a qualified candidate to run for election for the _____ Director position of the Valiant Air Command Warbird Museum for the three-year Term of Service commencing January 2023.

I have attached a brief Biographical History of my qualifications and below are the required endorsement signatures of two (2) members in good standing with the VAC.

Printed Name	Signature	Member Number	Date

ENDORSEMENTS

Printed Name	Signature	Member Number	Date

Printed Name	Signature	Member Number	Date

Attachment: Biography



VALIANT AIR COMMAND

6600 Tico Road, Titusville, Florida 32780-8009

Phone: (321) 268-1941 Fax: (321) 268-5969

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

BRIEF JOB DESCRIPTIONS

The first duty of a member of the Board of Directors is to make decisions as to the administration of the Valiant Air Command 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 manage security in all work areas and operations.

Executive Officer

To stand in for the Commander as required. Oversee daily operations and special events. Maintain an events calendar and coordinate support. Engage with community organizations to promote the museum and obtain support. Work with the Commander to develop goals and direct strategy.

Operations Officer

Ensure compliance with all FAA regulations and requirements. Coordinate with all affected parties maintaining safety and awareness regarding the aircraft, including inclement weather occasions, operations, and safety training classes. Verify and maintain aircraft and aircrew certifications, including scheduling currency flights on specified aircraft. Schedule flying of all VAC-owned aircraft. Maintain FAST program and coordinate representation at the ICAS annual convention. Seek out and coordinate participation of VAC-owned aircraft in special events, airshows, and other such operations.

Facilities Officer

Provide continuing maintenance and upkeep of VAC buildings and grounds, including utilities and HVAC systems. Ensure outside contractors approved by Board are properly ensured. Ensure security of VAC facilities and property. Ensure all motorized equipment, trucks, golf carts, tugs, cranes, forklifts, etc. are in good working order. Conduct aircraft movements to support museum requirements and ensure all personnel assisting are properly trained. Ensure all exit doors and circuit breaker panels are clear of obstructions and clutter for ease of passage and access. Ensure all electric signs and emergency egress lights are operating properly.