



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

3rd Quarter Review - July, August, September 2018

New Aircraft On Display



A beautiful restored and flyable L-5 Sentinel is on loan from Marvin Juhl

July Drive In/Fly In Breakfast



A French Gazelle Helicopter leaving



A nice crowd with lots of camaraderie



Food line moved fast



Chef Matt flips an omelette



MERRY CHRISTMAS
and a
HAPPY NEW YEAR

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

Closed Thanksgiving, Christmas and New Year's Day

Adults \$20.00 - Senior 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 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 • 4th Quarter • 2018

October 13	Warbird Air Museum Fly-In, Drive-In breakfast 8-10:30	December 8	VAC Fly-In, Drive-In breakfast 8-10:30
October 13	VAC Yard Sale - front lawn	December 14	VAC Christmas Party, Warbird Air Museum
October 14	AeroskillsTournament, VAC Main Hangar	December 18	12 Noon VAC BOD Meeting
October 16	12 Noon VAC BOD Meeting	December 24	Christmas Eve - Museum closes early
November 10	Fly-in, Drive-In breakfast CANCELLED	December 25	Museum closed for Christmas
Nov 10 & 11	Veterans Day Weekend Open House	December 31	New Year's Eve - Museum closes early
November 20	12 Noon VAC BOD Meeting	January 1, 2019	Museum closed for New Year's Day
November 21	Museum closes early	Check the VAC website for last minute changes and/or additions. www.valiantaircommand.com	
November 22	Museum closed for Thanksgiving		



Commander's Report

Norm Daniels, Commander
 Email: Commander@valiantaircommand.com
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What a summer! We completed our 41st consecutive Airshow in April. Financial results were disappointing due to the Melbourne Air Show 2 weeks before ours. Many who attended commented that our Airshow was the best they have seen as there was constant activity in the air all day long.

At this point in time, it appears that the Melbourne Airshow will move to May 11-12/2019 yet to be confirmed rather than March 16-17/2019 dates they originally published. Our tentative air show plans for 2019 are underway.

Many activities and projects continuing as follows: Thanks to Marvin and Lorraine Juhl we now have new landscaping at the entrance to the museum including the painting of our two eagle statues. Additionally, two new signs have been installed; one at the museum entry driveway and one 8' X 8' sign at Golden Knights Boulevard and US 1.

The grass area we maintain is now mowed by volunteers Richard Jones and Tom Wilke, rather than by a lawn care company. Richard Jones, Personnel Officer,

negotiated the purchase of our new riding lawn mower which in 2019 will save us over \$5,000 in lawn care service. We have received as a donation a used gas powered push lawn mower to handle some of the close in work. All our tugs, forklifts, mowers and crane have been maintained and kept running by Joel McGinley. He scavenges sources around the country for parts and pieces no longer manufactured to keep our rolling stock moving. In some instances, creating means and methods of his own to accomplish these tasks.

Thanks to some creative and expanded advertising by Bob Boswell museum traffic is increasing to the extent we can proceed with other projects. Two other factors helping increase traffic is the merchandising and offerings in our PX overseen by Anita Varela, Manager, Louise Kleba and Lorraine Juhl. Rich Cariseo keeps the inventory stocked, labeled and displayed for sale.

One of the main drivers of increased visitation is the repeat visitors who come back with family and friends thanks to the Museum Guides who are the face of our Warbird Museum. The many

letters and comments we receive tell of the professionalism and patience exhibited by this group of volunteers.

The B-52 restoration project is almost complete; the last step is painting. To allow visitors to enter, Pete Massaras removed the pressure door and bulkhead. The ladder to the second level was rotated 90 degrees and grab bars were added to aid entry. Brian Delaney worked at night to remove the hatch covers so they could be cleaned, primed and painted. Bob Westman fabricated a stand to display the Electronic Countermeasure Officer's seat located in the Vietnam Hangar. Bob Dambrauskas took on the task of carpeting both floors in the B-52. The instruments were removed, cleaned and refinished to near new appearance by Ray Brown. All interior panels were removed, cleaned, repaired and painted by Don Hunter. New cushions were fabricated

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1st Quarter - Jan, Feb & Mar
Submission deadline - Mar 25th NL Published - April 1st
 2nd Quarter - April, May & June
Submission deadline - June 25th NL Published - June 30th
 3rd Quarter - July, Aug & Sept
Submission deadline - Sept 25th NL Published - Sept 30th
 4th Quarter - Oct, Nov & Dec
Submission deadline Dec 20th NL Published - Dec 31st

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

Commander's Report

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for all the seats by sewing machine operator Jim Brinkerhoff. Jim also fabricated all the insulation blankets; the existing blankets were in shreds after decades of use. Bob Westman took on the dirty job (many, many hours) of stripping and sanding the exterior to remove decades of old paint.

Larry Mathis disassembled the ejection seats, cleaned and painted all parts to factory condition and is about to apply paint to the exterior surfaces. There was a missing co-pilot yoke; Don Leathers located one which is now installed.

We have a growing list of Valiant Air Command members and are pleased to invite them to join our family.

I want to talk a little about aircraft restoration and the resourcefulness of this group of volunteers. I want to thank Dennis Jenkins who has the patience of Job as well as his generosity to help fund' our expansion project. Dennis, as you may recall, is the person responsible for our Commission Project, the restoration of an F-11-F-1 Tiger Shark. When completed, it will be displayed in the California Air and Space Museum.

Work is proceeding at an agonizingly slow pace due to the distressed condition of the aircraft. Pete Jolly has expended hundreds of man hours cutting, chopping and drilling just to dismantle the aircraft so restoration work can begin. Some new aluminum skin has begun to appear on a few parts replacing corroded materials; Chuck Dilts, Jim Brinkerhoff, David Wenglikowski, Eli White and Jim Bouck are also knee deep in this process. Bob Fillipi Larry Knoch are restoring and reskinning the folding wings on our other F-11 Tiger Shark which were corroded from the inside out due to clogged weep holes. Actuators were needed for our F-100 Super Saber's speed brakes. None came with the aircraft. Bob Hamilton and Dave Smart took the initiative and fabricated two actuators along with fittings and hydraulic hoses. Don Hunter is fabricating a mounting plate for the fuel boom.

Dan Alexander (Museum Guide) along with John Zeleniak installed 10 donated hi bay LED pack lights in the restoration hangar. They replaced the older energy eating mercury vapor lights - many were burned out.

John and Pat Zeleniak, the dynamic duo custodial team, have done an outstanding job in

keeping the hangars and facilities in tip-top shape, continuing never-ending tasks. Between other tasks, John and Pat Zeleniak painted the volunteer's break room and the bathrooms in the Restoration Hangar. Additionally, they prep the hangars for special events.

Our facilities team, Terry Nies, Roger Johnson, Jim Lowe, Len Bondell, Harry McNamara, Charlie Hammer and Stan Taylor led by Tom Etter, Facilities Officer, have expended hundreds of man-hours dealing with contractors, roof leaks, aircraft movement, aircraft washing, special events, air conditioning and all the details associated with three hangars. This group also provides support as needed for work on the C-47 Tico Belle. Additionally, Tom works with the Fire Marshall and ADS Security verifying and testing systems to make sure that all is well for our visitors and volunteers and that we comply with all safety requirements and regulations.

A special thanks to Patti Champion and Lorraine Juhl who religiously attend local events, rain or shine representing the VAC. Two recent events were the Honor Flight event held at the Muscle Car Museum in Melbourne and the Teachers Event held at the Brevard Zoo.

Gene Gorell in addition to weed control provides a monthly written condition analysis of emergency lighting, alarm system, first aid kits and fire extinguishers.

Hot Dog Day at the VAC: Once a month the VAC hosts a free Hot Dog Day lunch for our volunteers. Lynn Forraker sources and picks up hot dogs, buns and chips, while other volunteers provide homemade salads and cookies. Chef Bob Forraker skillfully cooks the hot dogs to mouth-watering perfection. Joann Baxter, Patti Champion, Lorraine Juhl and Violet Rice manage the logistics of setting up the eating area and making sure everyone has enough food to eat.

Advertisements, graphics: Phyllis Lilienthal continues working with Bob Boswell on advertising copy and photographs for placement in many publications. Layout, format and narrative are skillfully addressed. Peter Stetson also aids and assists in these matters. Peter designed the graphics for the 2 new signs that were installed. Many compliments have been received.

A special thank you to William Teixeira (Museum Guide) who initiated the start of a STEM program organization. Initially, he contacted Space Trek who operates learning programs at Kennedy Space Center for youth groups. William and the lead

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Commander's Report

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instructor at Space Trek met and joined us at the initial kick-off meeting here at the VAC. Additionally, William contacted the Brevard County School System and convinced Stephanie Archer, Assistant Superintendent of all Brevard Public Schools, that our venue is ideal for STEM programs. Stephanie oversees all STEM Programs at Brevard Public Schools. Both Stephanie and Mitchell Caudill (Space Trek) agreed that they would be willing to partner with the VAC in STEM programs. They attended the first meeting held on 9/15/18. William apart from organizing the first meeting spent many hours researching the subject and has created an organization chart that delineates the relationships required to set up a full circle communication matrix. The goal of the VAC is to establish a sustainable STEM program utilizing the in-house talent we have and tap into the resources available from groups who already mount successful STEM programs. Look for more details in the next Unscramble publication.

Expansion plans: 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:

1. 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 and seek permits covering the scope of the total project to ensure the ability to execute the entire project. Estimated cost: \$50,000.

2. 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 stormwater drains and stormwater pond issues will be engineered and completed to encompass the total scope of work proposed. This will ensure the feasibility of being able to add parking, other buildings and a new road connecting to the expansion project from Tico Road. Estimated cost: \$100,000.

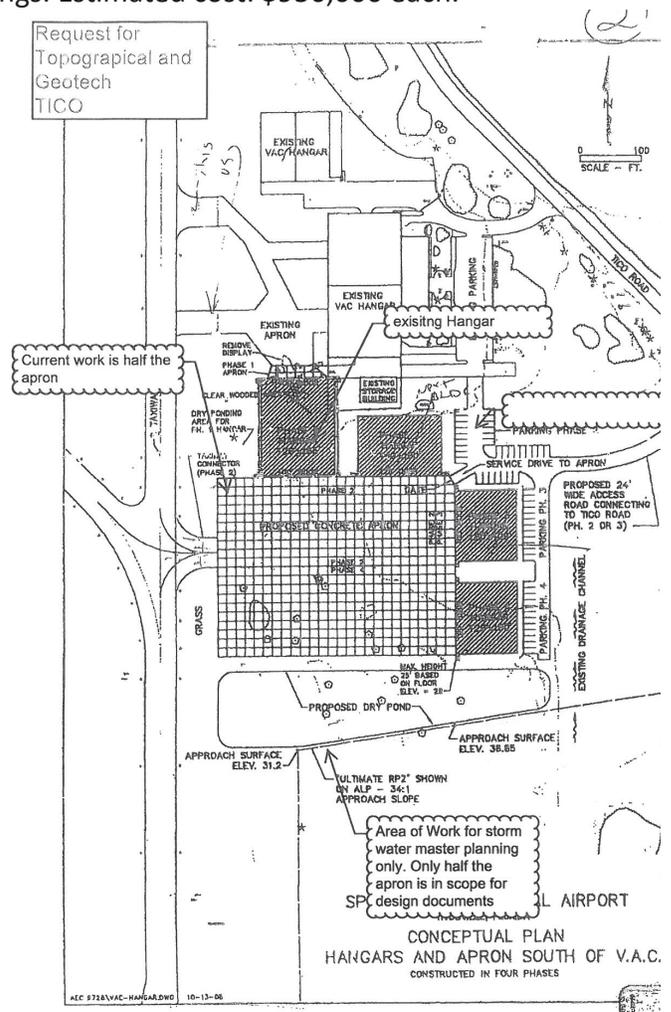
3. PHASE THREE:

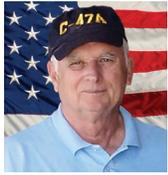
The addition of a 140' X 160' air-conditioned event fa-

cility w/16' ceiling directly East of the Vietnam hangar to accommodate unique events. 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 \$700,000

4. 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: \$950,000 each.





Facilities Officer's Report

Tom Etter, Facilities Officer
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I would like to thank the members of the VAC for covering my 3-week vacation followed by my wife's illness. The team here did a lot of my work for me. Thank you, we truly have a super team!

Facility issues were/are many. The leaky roofs on all three hangars have been evident depending on which way the wind drove the rain. We plan to address all the roofs (replace the main hangar and patch the other two with professional roofers) and I did some temporary patches on the restoration and main hangar while we sort out bids. It is going to be expensive. Of minor aggravation were issues with ADS System, air conditioners, main hangar air compressor, plumbing and leaks in two of our 3 containers. I put temporary patches on and I am drying out the containers. More effort is needed to root out the junk in them.

Our successes were many and more fun. Joel was able to finish the repairs to the silver C-123 forklift and start on the yellow Yale. The landscaping in the front is finished and really looks superb thanks to Lorraine and Marvin Juhl with John and Patti Zeleniak and others helping. Tom Wilke and Richard Jones have the grounds looking better than I have ever seen them using the new mower. We cleaned up the four corners in the main hangar and added lockers for equipment with a uniform look. Terry Nies and Roger Johnson got the algae off the OV-1. Terry and

Roger replaced the F/A-18 bad tire with a tire the Navy sent us. Lenny Bondell has started painting all the red doors and Don Leathers has



Red door with a new sign

been doing new signs for them. John Zeleniak and I replaced the missing molding on the SE roof edge but two feet were missing from the hurricane damage. We have some new volunteers that have been helping the C-123 crew, motor pool and restoration.

Most of my actual work time was spent moving aircraft and working on the C-47 both before and after Oshkosh. Aircraft movements have been varied. Both T-28s left for maintenance in Punta Gorda with no plan for return. Marvin Juhl's super L-5 Stinson Sentinel was added to the main hangar (Photo on front page). The S2F will be in the Vietnam Hangar until we decide to work on it again. F-14 is in restoration for painting replacing the F-100 that is now in the main hangar. The Navy wished all their 13 aircraft to be spiffed up and the F-14 is the first. The B-52 will be moved out when painted. Doug Mathew's T-33 will be in the

Vietnam Hangar.

I am not sure all VAC Members are aware that most of our event venues will be held in the Vietnam Hangar as it is the easiest (also newest) to keep clean as few flying aircraft are kept there. Most of our flying aircraft are kept in the main hangar which means tools, jacks, stands, oil and dirt abound making it more difficult to be an event location. Maintenance is being done in the main hangar (as a neat display for Visitors, I think). The TBM, SNJ, B-25, C-47, and F-100 are often apart on any given day. F-86, DR-1, Camel, N2S and B-25 also fly from the main hangar.

We currently have more projects than volunteers: C-47, TBM, F-100, F-14 (and 12 others), F-11, UH-1, S2F, VN Jeep, F-101B, UH-1 Simulator, Sailplane, Tour Guides, STEM Program, the VAC Buildings, and VAC grounds (presently being mowed by Tommy Wilke and Richard Jones).



Richard Jones exercising the new lawn mower

Long-term, we need more Volunteers for all these various projects and some I probably forgot. Of course, moving aircraft almost daily at times requires Volunteers as well. If you **continued Pg 6**

Facilities Officer's Report

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know anyone with an interest, send them on.

One last note. I was able to visit 5 air museums while on vacation. Each had a STEM program as a major factor in their educational mission and a huge source of funds to support the museum mission and plans. The Mid-America Air Museum (Liberal, KS) has 3 levels of robotics training using the grade school teachers to run it and compete with other schools. This supplements their hands-on teaching lab devices. The National Museum of WWII Aviation (Colo, Spr., CO) has their restoration work as part of the courses at the local college. The Strategic Air Command and Aerospace Museum (Ashland, NE) had Boeing build a

theater, hands-on lab for kids, and very real simulators that move (full rolls and loops) to educate the visitors and local schools. The National WWII Museum (New Orleans, LA) had a whole building given by Boeing to educate our youth. The National Naval Aviation Museum in Pensacola, FL has some of the best-detailed simulators and exhibits. Our VAC Museum is starting a STEM program. It will open up a whole new area for volunteers to provide for the education of our youth. If you really have no interest in sanding the paint off a wing or changing an engine, perhaps helping to educate our future generation will appeal to some of you. I encourage you to give it a look. Should you desire a 'look see' or to come aboard this new and exciting program, please contact Bill Teixeira at 321-268-1941 or GERBERT5@AOL.COM or billtex90@gmail.com.



The F 14 has been started on, soon it will look brand new and take its place back on display

"To Honor the Past, Educate the Future and Preserve Our Heritage"



Maintenance Officer's Report

Marvin Juhl, Maintenance Officer
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Our flagship (C-47) made its trip to Oshkosh to meet up with other sister ships to show off its war history. We did receive a report from the pilot's that the engines purred like a kitten all the way up and back. As it has been said before, this aircraft will need lots of TLC (tender loving and care), let's face it, she's older than most of us and even we need that TLC so why not her. We are currently doing just that, just to make sure she's always ready to do her part when needed. She did a lot during her days carrying out tough missions that in today's realm would almost seem impossible, but she sure accomplished it with pride. Believe we also can relate to that in some way when we too were younger, but as we get older, we're not as tough as we used to be, so we back off and do what's smart. This is what we need from our flagship as well. We will not let her get into trouble, will only let her do what's she capable of doing smartly to accomplish and complete today's mission with pride.

Now let's look at the TBM (Avenger), it too needs that same old TLC. So now she's getting all newly overhauled cylinders for starters, which by the time you read this, those new looking cylinders should be installed or at least should be started. Also, the annual inspection is on its way. Perhaps one day soon you'll see her spreading her wings and searching for that blue sky. But first comes the work, we have to remember she's old and needs to be pampered. When she's completed, like the C-47 she will always need that TLC.

Our H-13 (M*A*S*H) helicopter is in good shape and gets

its run-up checks once a month, so, for now, she sits static in the Vietnam Hangar for all to admire.



Getting the H-13 ready for the trip

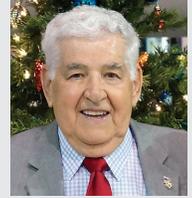
Speaking of admire, she went to the Muscle Car Museum in Melbourne (Honor Flight Fund Raising Project). That's where she turned lots of heads and was admired by many who reminisced about their first training flight with the Army way back when and even those who served in the Korean War she served them so well. Maintenance never ends on all the museum aircraft, but it's an honor and a privilege to service and protect the heritage of these historic aircraft. So what we need here is more manpower that is qualified and even helpers to assist in keeping the aircraft in perfect condition. We know that's a never-ending process, but we have fun trying. It seems that they also need air in the tires or even on occasion a tire change and then there's minor repairs, aircraft wash, dusting off the aircraft and even clean up the oil/hydraulic leaks. And the list goes on. We have close to fifty aircraft that need our attention. I guess it's like babysitting fifty kids, but these don't talk back!

If you think you would like to help, don't worry about "I don't think I have the skills" that's not a problem, we can get you in shape to work with our current team. Please join us in the preservation of these historic aircraft.



George Tony Damoff,

It is with great sorrow that we announce the passing of one of our long time members, and Ex-Board Members George Tony Damoff. George served as Executive Officer for many years and has been active with the VAC for many years since.



George went to his Heavenly home on July 1, 2018. He was born on July 13, 1932, in Mansfield, Ohio to Mary and Tony Damoff.

George is predeceased by his parents, Mary and Tony; beloved wife of 54 years, Ruth Wells Damoff; son, Steve; two brothers; four sisters; three brothers-in-law; and one sister-in-law.

George proudly worked in the Aviation field of the United States Navy during the Korean Conflict. One of his greatest joys was flying and being involved with planes. His passion led to 33 years of employment with the Space Program. After retirement, George served as Executive Officer for many years and has been active with the VAC for many years since.

A Celebration of his Life was held Friday, July 6, 2018, at 2:00 pm at First United Methodist Church of Titusville, 206 S. Hopkins Avenue, Titusville, Florida 32796.



Finance Officer's Report

Tracy Bohrmann, Officer
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Airshow: The BOD has debated this issue quite extensively due to the significant financial investment required to produce this event year after year. Our last Airshow in 2018 was disappointing from a financial standpoint. Rising costs and a decrease in attendance had a negative outcome on this event for the VAC. While we had the reserves in the Airshow account without going into our Operating accounts, the concern is always protecting the future of the VAC.

Bob Boswell and I, and our Commander, have worked very hard to develop a plan and a budget to accomplish an Airshow in 2019 that will put the VAC in a better position to recoup the cost of an Airshow and add to our reserves for the next Airshow. The VAC Airshow has been a tradition in this community for 41 years and our current Board is working very hard to continue producing this event. To that end we are concentrating on aggressive cost containment while increasing revenue, the holy grail of Airshow Production. The entire Board of Directors will work tirelessly to ensure the best possible outcome for this show and for the VAC.

Normandy: This subject has been on our minds for quite some time, to say the least. Our small organization accomplishes some big things that many other participants in this project do not. We run a growing museum all year around; we produce almost single handedly a huge Airshow every year for 40 plus years and we head up a large and excellent restoration department that does beautiful work. We don't just operate one aircraft as some participants in the Normandy project do. Therefore we must be more measured and

considered when committing to projects that, while exciting and a thrill to do, may not net a benefit for the organization as a whole. The risks of participating, while handling our own very substantial goals and projects, are prohibitive. I and indeed all the current BOD members take our care and stewardship of the Valiant Air Command very seriously and consider our actions, directions and goals in the context of larger goals. All of us are engaged truly with each other and the organization in actively considering how we can best guide the VAC forward as we seek to expand and grow. This matters to me deeply. Not only what I can do to help the VAC move forward, but that also I am working with a group of people that really want the best for the VAC and are willing to work very hard to get there. This is why I come in and work so much more than what strictly paying the bills and doing the financials would strictly call for. I am happy to work with such great people and be a part of this group. With every Board member engaged and able to work with each other in a way that has not been possible for a long time, I know we can reach goals we would not have though possible even just a few years ago.

That being said, no matter how engaged and hardworking the Board is, it will come to nothing much without membership support. Our members, more than any single person, have built this organization into what it is today. The Valiant Air Command will always need the support of committed people who work hard, donate generously and believe that we can continually build a stronger organization.

VAC Staff member Kenita Bushee donated this fabulous Warbird Quilt Wall Hanging to the VAC. We will be selling raffle tickets for it during the Veterans Weekend Open House November 10 and 11 and at the Museums of Brevard Gift Fair November 17 at the Veterans Memorial Center in Merritt Island. The drawing will be November 20.



Front



Back



Executive Officer's Report

Bob Boswell, Executive Officer
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I am happy to report that our expanded advertising and marketing program has continued to provide increased visitor attendance through this past Spring and Summer. As in previous years, the early Fall attendance is down, however, we expect that to rebound as we go into the holiday season. Gift Shop sales have been good. Request to use the museum as a venue for private functions has also continued to increase and we have monthly bookings through the Fall of next year.

We made a major change to our 2nd Saturday breakfast each month. It is now a Fly-In/Drive-In Breakfast. Visitors can fly-in or drive-in, pay \$12 for each person, have a Chef prepared breakfast and then see the Museum for Free. This offer for our visitors is good only on the day of the breakfast between 8 am & 10 am and cannot be combined with other discounts. Wristbands are issued to identify those taking advantage of this special event. As a bonus, the Gift Shop provides each breakfast patron a coupon good for 20% off on purchases that day only. Advertising this change the past several months has made a positive increase in participation. We now have car and bike clubs earmarking the breakfast for their Saturday morning drive. Tell all your friends and neighbors about this opportunity to get out of the house on Saturday morning and enjoy a chef-prepared breakfast while visiting our museum.

The Warbird Air Museum is hosting another great Veteran's Day weekend Open House on

Saturday and Sunday, November 10th & 11th. Admission is FREE for all military, active or retired; plus, we will also allow free admission to ANY Florida resident with an ID. We will be calling our veteran pilots that flew our display aircraft, or similar military aircraft, asking if you would like to stand by the warbird and talk to visitors. There will be electric trains, antique and hot rod car clubs; and maybe even a bike club this year. The model club will be there building and showing their craft. The radio control aircraft club will bring their aircraft and flight simulators. There will also be several miscellaneous vendors. The museum will be open from 9 am to 5 pm. Hot dogs, burgers and drinks will be available for purchase and parking is free. We will need volunteers for parking, transportation, set-up and clean-up. If you would like to help, please go to our web site volunteer area and indicate the days you would be available.

Our Christmas Dinner this year will be on Friday, December 14th. Happy Hour with Hors d' Oeuvres from 5:30 pm to 6:30 pm with dinner to follow. The event will be catered and cost \$20 per person. Non-Alcohol beverages are provided and a pay as you go bar will be open. Please make your reservations with the PX gift shop, (321) 268-1941.



The VAC supports local needy food centers and the "Toys

for Tots" program. For both the Veteran's Open House and the Christmas Dinner, please consider bringing a nonperishable food item for donation and/or bringing in a toy to our museum drop-off point. The Space Coast Warbird AirShow for 2019 will be held March 15-17. This, our 42nd annual show will run Friday through Sunday with some slight schedule changes from last year. Friday will be an afternoon/evening show with the gates opening to the public at 4:00 pm to allow time to visit the hot pits, static displays, exhibitor booths and our concessions. We will fly a late afternoon show leading to a twilight/night show ending around 8:30 with a giant fireworks display. The show is starting later to accommodate those who may have to work on Friday. We are in the process of finalizing performers and once again will have the largest and best Warbird AirShow on the East Coast.

By the end of October, Deeply Discounted Advance tickets will be for sale online. Keep an eye on our website as we develop the AirShow Page and look at local advertisements for additional information as we get closer to the show date. Richard Jones, our Personnel Director, is the Point of Contact for air show volunteers. If you would like to join our Warbird AirShow Team, we will shortly have an active air show tab on the VAC Website which you can select to get involved.

Continuing to provide perks to our loyal members we will have a VAC Member Chalet (Tent with seats and shade) on the AirShow front line where you can stop by to relax and mingle with other members.

Gift Shop News

Anita, Louise, Lorraine, Rich
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It's not too early to begin planning... "Shop 'til you drop" in our unusual and eclectic gift shop for the holidays. We have items for all interests and all ages. You can buy early or put something special on layaway. Pick something off our discount table for yourself, family, friends or as the "Toys For Tots" campaign donation this year. Pick up one of our newest books for the reader in your family, including "Dick Cole's War" for the Doolittle Raider fans or "Before and Beyond the Niihau Zero" that tells the story of the Zero that crashed in Hawaii during the Japanese attack on Pearl Harbor. Pick up a copy of books written by our own volunteers, including Joe Reus' story of his time in a German POW camp or Erik Kramer's about his childhood in a Japanese POW camp. Pick up a great t-shirt or a colorful Hawaiian shirt to welcome the new year. Pick up one or more Gift Certificates that are always a great idea and convenient for any occasion. And remember, all of the PX Gift Shop Staff wish you the happiest and safest of holidays and look forward to seeing you soon.

Anita, Louise, Lorraine & Rich

Don't know what to
give your favorite
person?



Go to the Gift Shop and
get a Gift Certificate!

Gift Shop Associate, Louise Kleba took some time off of work in August to attend the 76th WorldCon in San Jose, CA. The WorldCon is an annual international event, aka World Science Fiction Convention, that has been held each year since 1939, except during World War II from 1942 to 1945. The major event each year features the Hugo Awards during which a set of literary awards are given for the best science fiction or fantasy works and achievements of the previous year. The 5-day convention doesn't restrict itself to these topics alone though and as a former engineering employee at the Kennedy Space Center, Louise participated in panels for the science track programming that included topics on women in science and space, STEAM (Science, Technology, Engineering, Art and Mathematics), the Hubble Space Telescope and other space-related topics. She is an avid reader and attending the convention allowed her to meet up with friends, including authors and former colleagues.



**Will Be Held In The VAC Main Hangar
Sunday, October 14, 2018**

The Aero Skills trades' tournaments, developed by ATG, are amazing opportunities for raising awareness and creating excitement in order to plant the "aviation trades seed" in potential technicians in their early years in each trade school's local community. Reaching out at each trade school's location to the benefit of the industry and everyone is the intention of this exciting program. The tournaments, intended for ALL technicians, from apprentice to journeyman, will offer an opportunity to demonstrate their skills, individually against one another, by fabricating aircraft parts in a competition format.

F-100D Super Sabre

Dr. F. J. Erik Kramer, VAC Historian

The North American F-100D Super-Sabre was the first operational aircraft in the United States Air Force inventory capable of exceeding the speed of sound in level flight. When test pilot George Welch flew the plane's maiden flight on 25th May 1953, hardly anyone thought the F-100 looked "right". Its thin low wing, low-set horizontal tail, and long snoot narrowing to a nose air take, made up a shape that had never before been seen in an aircraft. Never mind, it was the result of years of aerodynamic research. The new jet fighter was equipped with a 16,950-lb thrust P&W J57-21 turbojet: the Air Force's standard engine of the era.

The F-100 was a supersonic jet fighter. It served with the USAF from 1954 to 1971. The Super Sabre continued with the National Guard until retired in 1979. The F-100 succeeded the F-86 Sabre fighter, which operated mainly in Korea, but was not supersonic. The F-100 is often referred to as the Hun, a shortened version of "one hundred".

In November 1951 the two prototypes designed by North American reached a major achievement in designing combat aircraft when the YF-100 exceeded Mach 1 during its maiden flight, powered by P&W J757-P7 engine, producing 15,000 lbs of thrust. Extensive use of titanium was used throughout the aircraft. After over a hundred modifications the new aircraft was accepted as the F-100 on 30 November 1951. However, flight-testing continued until 1954,

when the USAF 479th Fighter-Day Wing finally took delivery of the new Super Sabre, declaring the F-100 operational. Over the course of its service life, the F-100 continued to be the subject of many modifications programs. Most of these were improvements in electronics, flight computers and structural strengthening of the fuselage and wings. Also, procedures were introduced to improve ease of maintenance. On 7 June 1957, an F-100D fitted with an Astrodyne booster rocket generating 150,000 lb (667.2 kN) of thrust successfully performed a zero-length launch.

The F-100A officially entered USAF service on 27 September 1954 with the 479th Fighter Wing at George AFB, California. Within six weeks, the F-100 had six major accidents due to flight instability, structural failures, and hydraulic system failures, prompting the Air Force to ground the entire fleet until February 1955. The 479th Fighter Wing finally became fully operational in September 1955. Due to ongoing problems, the Air Force already began phasing out the F-100A in 1958, with the last aircraft leaving active duty in 1961. By that time, 47 aircraft had been lost in major crashes, which had resulted in grounding the Super Sabre. The accidents were the result of inertia roll-yaw coupling, making the fighter unstable in certain flight profiles. Lengthening the vertical stabilizer and extending the wings corrected this design flaw. Another control problem stemmed from

handling characteristics of the swept wing at high angles of attack. As the aircraft approached stall speed, loss of lift on the tips of the wings caused a violent pitch-up. This particular phenomenon (which could easily be fatal at low altitude where there was insufficient time to recover) became known as the "Sabre Dance". Moreover, the F-100 could develop a sudden yaw and roll configuration, which would happen too fast for the pilot to correct and would quickly overstress the aircraft structure to the point of disintegration. It was under these conditions that North American's chief test pilot, George Welch, was killed while dive testing an early-production F-100A on 12 October 1954. On a positive note, the F-100C was considered an excellent platform for nuclear toss bombing because of its high top speed. The inertia-coupling problem was more or less addressed with the installation of a yaw damper in the 146th delivered F-100C, later also retrofitted to earlier aircraft. A pitch damper was added starting with the 301st F-100C, at a cost of US\$ 10,000 per aircraft

The F-100C succeeded the F-100-A, whose added capability for in-flight refueling was a well-appreciated feature.

Although the F-100 had the capability to be a formidable adversary in air-to-air combat, while operating in Vietnam pilots soon found themselves mainly using the Super-Sabre to haul napalm, bombs and rockets on air-to-ground missions. In short, the Hun was being used as a fighter-bomber.

Another factor, which interfered with daily operation,

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was that pilots complained about being micro-managed from the Whitehouse. After a few missions into North Vietnam in 1965, the F100's spent the remainder of the war south of the 17th Parallel. This decision contributed to the fact that F-100 has never been credited with an aerial victory. It rapidly became clear that the F-100 was better positioned to support friendly troops on the ground. USAF also concluded that close air-support flown by F-100 was dangerous business because it put pilots in close proximity to friend and foe on the ground. Although the Hun was extremely accurate delivering bombs to enemy targets, Super Sabers were never particularly efficient when being used as strafing platforms.

In order to keep up with the needs of the Air Force, North American developed the F-100-D attack version. This version of the F-100s flew its first flight on 24th January 1956. The definitive F-100-D aimed to address the offensive shortcomings of the F-100C by being primarily a ground attack aircraft with secondary fighter capabilities. This is the model of the F-100 Valiant Air Command has added to its collection. The F-100D proved to be a mission-effective aircraft during the Vietnam War. The Super Sabre operated mainly over South Vietnam as the Air Force's primary close air support jets, until replaced by the more efficient subsonic A-7 Corsair II. The first USAF involvement in operation "Rolling Thunder" was on 2nd March 1965, in which F-100-D's participated actively. During that

operation, two F-100 fighters were shot down resulting in the USAF first POW of the Vietnam Conflict. His name was Cpt. Lockhart.

The planning of air strikes was a complex and unwieldy process, that begun in the Situation Room at the White House! Simple decisions, as routine as the choice of ordnance for particular sorties, were made at that high level, thousands of miles from the actual fighting. Military experts have concluded that operation Rolling Thunder (March 1965 until October 1968) did not, in fact, achieve the objectives, which had been expected from the detailed planned operations. The F-100 Super Sabre was considered too vulnerable when assigned to operate in high threat areas and was replaced by F-105 Thunderchief and F-4C Phantom. Nevertheless, the Hun eventually racked-up 360,283 sorties in the Vietnam Air War, more than any other fighter or bomber!

The fighter types replacing the Super Sabers after it ended its final operation on 31 July 1971, all built up impressive reputations. We refer to the F-4 Phantom-II, A-7 Corsair-II and the Thunderbolt-II. It is interesting to notice that no F-100 was ever credited with an aerial victory. On the other hand, no Super Sabre was ever lost to enemy fighters. The last Super Sabers were retired from the Air National Guard and USAF's Aerial Target Program in the late 1980's.

It will shock admirers of the F-100 to read that over the lifetime in its USAF Service, a total of 889 F-100 aircraft were destroyed in accidents, resulting in the death of 324 pilots! The worst year was 1958 when 111 aircraft were destroyed, killing 47 pilots.

In conclusion, however, we have to acknowledge that the F-100 was the airplane that founded a "Supersonic Air Force". The Super Sabre has left a permanent mark in the history of military aviation, and on those fighter pilots that flew this sleek fighter!

Not only the USAF used the F-100, but the Super Sabre also served with French, Turkish, Danish and Taiwanese Air Forces.

General characteristics

First flight: 24 January 1956; 1,274 built

Manufacturer: North American Aviation, Columbus, Ohio.

Crew: 1.

Length: 15.2m (50 ft).

Height: 4.95m (16ft 2.5in).

Empty weight: 9500 kg (21,000 lb).

MTOW: 15,800 kg (34,847 lb).

Service Ceiling: 50,000 ft (15,000m).

Top speed: 1390 km/h (864 mph) = Mach 1.3.

Range: 1,1733 NM (3,210 km).

Rate of climb: 22,400 ft/min.

Engine: 1x Pratt & Whitney J57-P-21A 4808 kg (10,200 lb) thrust, with afterburner 7257kg (16,000lb).

Keep in mind that different models often feature different specifics.



This restored F-100 Super Sabre is now on display in the VAC main hangar and will be part of our permanent static inventory

A story about a MiG in Cambodia...

By Larry Champion

In Vietnam, I flew as Navigator (back-seater) on the RB-57E which is an American derivative of the Valiant Air Command's Canberra jet bomber. It was a unique version of the American B-57 series of aircraft modified specifically for the "Patricia Lynn Program". There were only 6 RB-57E aircraft in the program. Two were shot down and 4 survived the war. While I was assigned to the program, it was manned by all volunteer aircrews (we had one "reluctant volunteer" who only lasted a few months before becoming afflicted with "combat fatigue" and was transferred to a mental health facility). We flew some rather exciting missions, including both daytime and nighttime low altitude reconnaissance missions without fighter escort.

Among our most dangerous fighter aircraft adversaries were the MiG15/17/19. When you look



at these planes from the front, they look very similar. The most distinctive feature when they are on your tail is the bifurcated air intake for the jet engine. In all of my military flying prior to Vietnam, that bifurcated air intake was the giant bogeyman of my dreams.

During all of our aircraft recognition training, that feature of the MiGs would cause chills up and down my spine. You never wanted to see that bifurcated intake because that meant that he was in position to shoot you down.

Now the story...



The RB-57E was one of the slowest jets I ever flew. Cruise speed in high-threat combat areas was only 360 knots. The MiG 15 and MiG 17 were significantly faster than the RB-57E. There was no way we could compete with them in a "dogfight" nor could we outrun them. And, of course, we had no guns on our aircraft. The motto of the reconnaissance crews was "Alone, Unarmed, and Unafraid" (Usually there was a "?" after the word "unafraid"). We would try to avoid a one-on-one fight with them...period...

At the time I was there, the official position was that we were not flying any combat missions in Cambodia. All of our missions to Cambodia were classified Top Secret. In fact, we never mentioned Cambodia when planning a mission there. We used the code "French Leave" when talking about a mission to Cambodia. As soon as we crossed the border, radio contact with military sites was "lost". If we had an emergency and called a MAYDAY, we had instant communication and radar contact with friendly military sites in Vietnam. Ah, the games we played. In late 1970, the North Vietnamese (who were also "not in Cambodia") had attacked Phnom Penh and destroyed or damaged all the MiGs in the Cambodian Air Force.

Before every combat mission, we received an intelligence briefing. This briefing described all enemy action along our route and in the target area where we were tasked to operate. On this particular mission in mid-1971, we had many targets to photograph in Western Cambodia. We were briefed that the worst we could expect was small arms fire as well as 12.7mm and 14.5mm machine gun fire. We were reminded that the Cambodian Air Force had been destroyed and were no longer flying. The intelligence briefer reminded us that if we saw any MiGs, they would certainly be from North Vietnam. We headed out to our plane and took off on the reconnaissance mission.

We accomplished the mission objectives. We "got" all of our targets and were returning to base. The "combat" part of this mission was over and we were cruising well above any enemy anti-aircraft threats and just chatting on the intercom when we heard a warning on Guard Channel "unknown fast-mover near Papa Papa (Phnom Penh)". Well, we were near Papa Papa and moving at about 360knots...kinda fast...we thought we were the fast mover they were warning about...

Soon we saw another plane behind us and just a little off to our right. He caught up with us quickly, hanging back quite a bit, maintaining a very loose trail formation. Of course, I then saw the bifurcated air intake...(oh my golly gee gosh (insert military *cont. on page 14*

A story about a MiG in Cambodia...

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expletive here) ENEMY aircraft! On our tail!



At our altitude! (side note: Prior to Vietnam, I was used to enemy aircraft on our tail, but 20-30,000 feet below our altitude) . He remained behind us and slightly off to the right. Severe pucker factor.

As he approached, I could hear my pilot's breathing increase and I'm sure I was hyperventilating for a few minutes. My pilot and I were actually going over

procedures for meeting up on the ground if he started shooting because there was just no way we could evade. The conversation was somewhat like this: "watch for tracers, if he shoots we will break left. If he pursues, we will probably have to punch out". MiG armament was one 37mm cannon and two 23mm cannons in the nose.

Well, happy ending. The pilot of the Mig came up almost beside us and maintained formation with us just a little behind our wing, too close to see the markings on the plane. He moved up even closer and waved, then he removed his oxygen mask and gave us a big (insert rude military expression here) grin, so we knew he wasn't "one of us". Then he wagged his wings and 'goosed it', leaving us behind. As he was passing us, we saw the insignia on his tail. Instead of the insignia of the North Vietnam Air Force that we expected to see, we saw the insignia of the Cambodian Air Force who was friendly to the USAF. Whew...

When we got back to home base, Tan Son Nhut AB, Saigon, we went to the "intelligence debrief" and we were able to tell the intelligence folks that the Cambodians had at least one operational MiG. They could then brief French Leave aircrews that friendly MiGs could be in the area of Phnom Penh.

STEM organizational meeting September 15, 2018

Bill Teixeira has formed a group to promote STEM. This group will operate within the Valiant Air Command. If you wish to participate or need more info, contact Bill at: Gerberbt5@aol.com or billtex90@gmail.com



New Signs to show the way!

New signs were placed on US 1 & Golden Knights Blvd. and in front of the museum. We can thank Peter Stetson, our Graphic Artist, for the modern clean look



7/12/2018 • Hot Dog Day for the Volunteers



Bob Foraker, Violet Rice

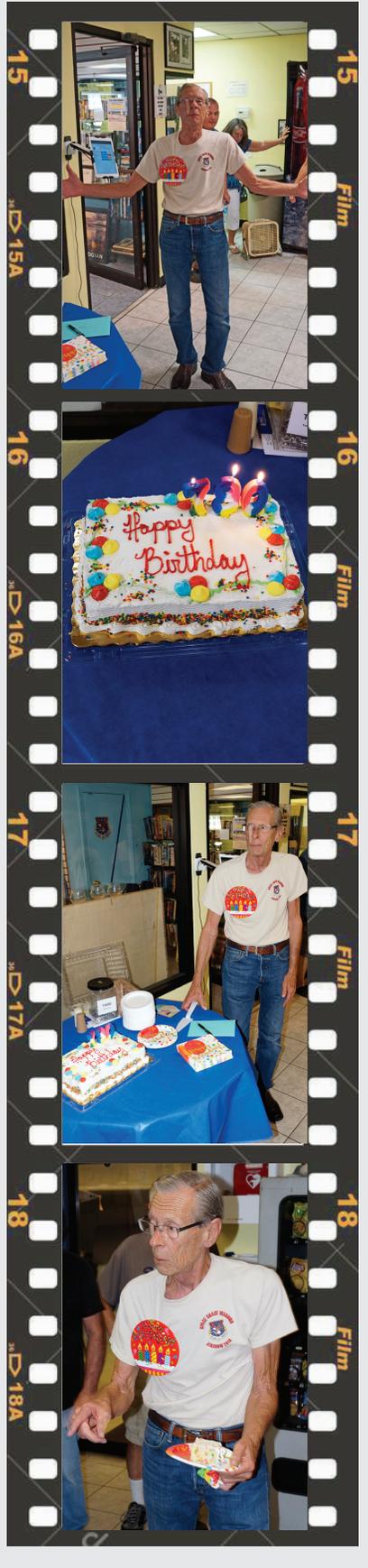


Lorraine Juhl



Volunteers enjoying Hot Dog Day

Surprise B-Day cake for our Commander Norm



Late Breaking News!

The Board of Directors have been wrestling with the subject of DAK's over Normandy anniversary event scheduled for June 2019. The BOD has determined to use its resources to mount the 2019 Space Coast Warbird AirShow and forgo the Normandy Anniversary Event. The annual airshow is a tradition that the VAC wants to perpetuate.



A Very Busy September Fly-in/Drive-in



Overflow parking on the taxiway



Tamara Darress delighted all the photographers by giving them a chance to be a model/fashion photographer



The Volkswagon Car Club on display



Chef Matt from DIYM catering made everybody happy

• Dave "Bio" Baranek was selling & autographing his book



The Fly-in/Drive-in guests enjoying a Chef prepared breakfast

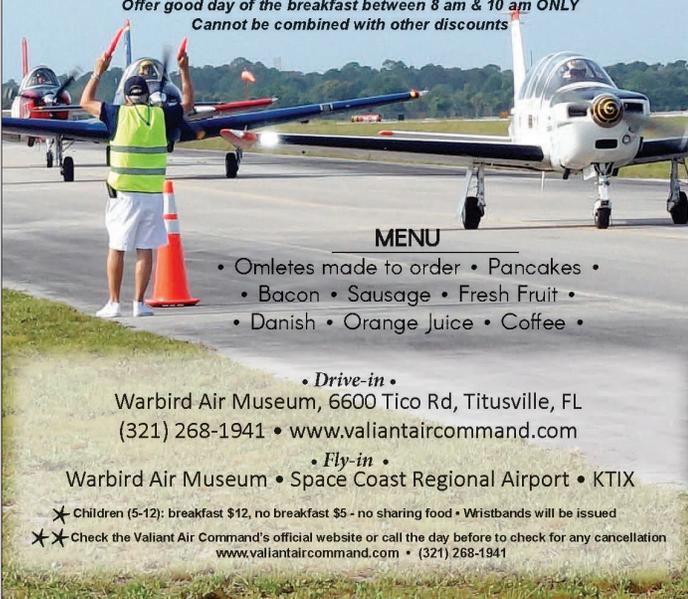
Mark your calendar & don't miss these events!

FLY-IN / DRIVE-IN BREAKFAST

*2nd Saturday Every** Month*
Warbird Air Museum

You can now fly-in or drive-in, pay \$12 for each person*, have a Chef prepared breakfast and then see the Museum FREE

*Offer good day of the breakfast between 8 am & 10 am ONLY
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MENU

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- Danish • Orange Juice • Coffee •

• Drive-in •
Warbird Air Museum, 6600 Tico Rd, Titusville, FL
(321) 268-1941 • www.valiantaircommand.com

• Fly-in •
Warbird Air Museum • Space Coast Regional Airport • KTIX

* Children (5-12): breakfast \$12, no breakfast \$5 - no sharing food • Wristbands will be issued
** Check the Valiant Air Command's official website or call the day before to check for any cancellation
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Apr 2013



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December 14, 2018

VAC Christmas Dinner

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



Bring Your Toys For Tots

Reservations Required • 321-268-1941 ext 4112
Get your ticket at the Gift Shop

3rd Quarter Review - July, August, September 2018

Some of the Valiant Air Command's Goodwill Ambassadors at work



Sandy Boswell, Bob Boswell, Norm Daniels, Patti Champion, Lorraine Juhl & Marvin Juhl brought the *M.A.S.H* helicopter to the Muscle Car Museum to benefit the Space Coast Honor Flight organization.



Helicopter group manning the table at Muscle Car Museum



Patti Champion and Lorraine Juhl manned the table at the Brevard Zoo

A surprise Birthday Cake for Phyllis Lilienthal. Phyllis is the VAC Photographer and Graphic Designer.



Phyllis was very surprised



Everyone enjoyed the delicious ice cream cake

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