



UN - SCRAMBLE



Official Bulletin of the Valiant Air Command

JUNE 2006

VALIANT AIR COMMAND

Dedicated to restoring military aircraft

A 501c(3) Non-Profit Organization

6600 Tico Road

Titusville, Florida 32780-8009

Phone: 321-268-1941

FAX: 321-268-5969

Email: vacwarbirds@bellsouth.net

Website: www.vacwarbirds.org

VAC WARBIRD MUSEUM & GIFT SHOP

Open 7 days a week, 9:00 AM-5:00 PM

except the day of

Thanksgiving, Christmas & New Years

Admission

Adults \$12.00 Seniors/Military \$10.00

Children 5-12 years \$5.00

Special Tour & Family 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.

NEXT BOARD MEETING

Day: July 11th, 2006

Time: 12:00 Noon

Place: VAC Board Room

UN-SCRAMBLE NEWSLETTERS

A copy of the Un-Scramble newsletter will be available on the VAC Web site soon after publication.

www.vacwarbirds.org

ADDRESS CHANGES

Please remember to notify the office when you are going to be temporarily away or if you move. **The post office will not forward** your newsletter and charge us a substantial fee for returning it to us



CONGRATULATIONS TO JACK & JOAN DORRELL VOLUNTEERS' OF THE YEAR 2006

Continued on Page 2

On May 17, 2006, Jack and Joan Dorrell were honored at a luncheon sponsored by the Brevard Tourist Development Council. Jack and Joan were nominated from the Valiant Air Command as our Volunteers of 2006. The Council honors persons chosen from participating organizations that have shown dedication and effort, above and beyond the norm. The following is a brief summary of the input submitted to the Council about our 2006 Volunteers' of the Year!

Jack and Joan Dorrell have been devoted volunteers at the Valiant Air Command Museum for over ten years. Both began as crewmembers on the Museum flagship – the C-47 “Tico Belle.” While working on the aircraft, Jack has been a tenacious and determined supporter, telling the story of the Veteran WWII combat aircraft at air shows and at the Museums’ restoration hangar where the C-47 is presently undergoing a restoration process. Jack’s persistent verbal engagements of any and all that come within range of his voice has been a terrific source for transferring his historical knowledge to educate and amaze young and old alike. He has been an outstanding fund raiser for the project and provides inspiration to the entire restoration team

As part of the Airshow flight team, Joan worked with the traveling Gift Shop in sales and public relations. Her bubbly personality made her a natural to work with the large numbers of people she would encounter while traveling about the country. Back at the Museum, Joan volunteers regularly in the gift shop, or in the office, working with special events, she does it all. Whenever she is asked to help out, her instant reaction is to say, “I can do that!” And she does!

Both Jack and Joan have dealt with major illnesses during the past few years, but both have continued to support the annual Airshow and the Museum with their unbelievable devotion. This amazing couple makes the Valiant Air Command a fun place to be, and for all the above reasons and many more, we gladly nominate Jack and Joan Dorrell for the Space Coast Hospitality Award for 2006.

Augie Holmquist, Media Coordinator



AWARD DINNER JOANN & AUGIE HOLMQUIST, JOAN & JACK DORRELL, ANN & BOB JAMES

UN-SCRAMBLE
EXECUTIVE AND SUPPORT STAFF

COMMANDER..... *Lloyd Morris*
386-427-1296

EXECUTIVE OFFICER..... *Harold Larkin*
321-453-4072

OPERATIONS OFFICER..... *Ken Terry*
kenterry@cfl.rr.com 386-322-5378

MAINTENANCE OFFICER..... *Bob James*
stinsonj@brevard.net 321-453-6995

FINANCE OFFICER..... *Marilyn Bettencourt*
vacfinance@bellsouth.net 321-269-3352

PERSONNEL OFFICER..... *Norm Lindsay*
vacwarbirds@bellsouth.net 321-268-1941

FACILITY OFFICER..... *Bob Stewart*
321-636-4251

PROCUREMENT OFFICER..... *Bob Frazier*
aircraftftrhf@aol.com 561-848-4549

PUBLIC RELATIONS OFFICER..... *Bud Evans*
nabuevans@cfl.rr.com 321-984-3343

EVENT COORDINATOR..... *Ann James*
stinsonj@brevard.net 321-453-6995

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EDITORS CORNER

Well it looks like you are going to have me as your editor for an indefinite period of time. Thank you to everyone for the compliments I have received. I have very much appreciated them. I would also like to thank those of you who have given me constructive criticism. Lord knows I'm not perfect ;-) and I thank you for spotting my errors so that I don't repeat them again. Past editors can appreciate how intricate this job can be.

ON THE WEB

Mastering the computer can be a real challenge. I mean first you have to make some sort of sense out of the directions. What other machine will tell you to "surf" the "web" using a "mouse"? If you have managed to decipher the lingo and are ready to venture out into other territories here are a few "threads" I've found on the "web" that you and the youngsters might enjoy.

<http://www.rareyard.com/> This is an artistic journal of the 379th Fighter Squadron.

<http://www.avweb.com/brain/> This site is just pure fun. Filled with tons of brainteasers.

(Hint) Go there first get the answers, then bring the youngsters and show off how smart you are.

OFFICERS REPORTS
COMMANDING OFFICER
Lloyd Morris

I would like to start out by expressing a belated thank you to **Hal Larkin and the Grumman Group**, who I call the Grummies, for everything that they do and have done for the VAC on a daily basis and during our annual Air Show. You guys are great!! I cannot express with words how very important you are so a big thank you will have to suffice.

Things here at the Museum are coming along very smoothly. Attendance for this time period has increased over last year and with our new hours becoming effective I feel that trend will continue. **Our Board of Directors, members and volunteers** has been hard at work.

I would like to thank **Ann James** for the wonderful new color on my office walls and **Norm Lindsay** for the very neat paint job he performed on the Personnel office and the Finance office. Things are really beginning to shape up.

I would also like to extend a thank you to **Michael Vaden** and the **Gryphon Group** for their weekly attendance. It is a great privilege to honor these young men and woman as they train to go defend our country and freedom in other lands.

I would like to thank **Tim Plunkett** for the **MIG 17**. It is a wonderful addition to our Museum along with the **S55**, which was donated by **Sandy (Vaughn) and Gayel Crile**. This couple has been openhanded supporters of the Valiant Air Command over the years. This is the third such donation that they have made. We are extremely thankful and praise you for your ability to be so generous.

Lloyd Morris
Commanding Officer

PROCUREMENT OFFICER
Robert H. Frazier Jr.

BILLBOARD ADVERTISING---I have been researching billboard signs, locations and costs to gain some additional advertising to increase Museum visitors. I find billboards come in two types. The standard highway type signs and poster board signs.

The former are a single fixed signs at a single location. While the latter are a set of smaller signs at several locations, these are signs aimed at short-term activities and saturation marketing. Costs will determine the final answer.

F11F---The aircraft is now supposed to be taken off the Pensacola Airport pylon in two weeks. I need to re-establish cost estimates for disassembly and trucking the aircraft to the Museum.

T-33 AIRCRAFT---We have prepared some sketches of a dressed up version of our T-33.

The plan is to fix up the T-33 and use it as a GATE GUARD or for Museum location and advertising. Again the effort is aimed at increasing the number of Museum visitors.

Robert H. Frazier
Procurement Officer

EXECUTIVE OFFICER
Hal Larkin

TA-4J. The polishing to a bright metal finish of the slats, leading edges of the intake ducts, stabilizer and vertical fin has been completed. Now we spray them with a clear coat to preserve the finish. Have painted the aft lift and right wing beam in preparation of installing the flight controls. The left and right flaps have been installed, next installations will be the left and right wing spoilers followed by the ailerons.

Of the 99 missing parts required for the restoration we have located 9 of them. No luck yet on finding a Pratt & Whitney J-52-P-8 or a-6 engine. Repair of the L/R landing gear fairings are in progress. The aft right fairing is missing, so we made a mold and fabricated one of fiberglass. All excess tubing and wires have been removed from the tail section, which will be ready for installation in the near future. The plugs for the Left/Right intake ducts are in the fabrication cycle.

At the April meeting of the Grumman retirees, one guest speaker was Mr. Eric Ricioppo, President and CEO of the Cradle of Aviation Museum on Long Island, New York. I invited him and Ms. Carol Nelson to visit the Valiant Air Command Museum. After the meeting they met me at the VAC and I escorted them through the museum and the Restoration Hangar. In May 2006, I received the following letter from Eric.

Museums at Mitchel * * *
One Davis Avenue, Garden City, NY 11530

Cradle of Aviation
516-572-4111 Fax 516-572-4079
www.cradleofaviation.org

Eric Ricioppo, Ed.D.
President & CEO

May 8, 2006

Mr. Hal Larkin
Executive Officer
Valiant Air Command
6600 Tico Road
Titusville, FL 32780

Dear Hal:

Carol Nelson and I would like to express to you our appreciation for your hospitality during our recent visit to the Warbird Air Museum.

As you could tell by our reactions and interest, we were extremely impressed with every aspect of your museum. We enjoyed your personal tour and the opportunity to see and learn about the painstaking attention to detail that was involved in the restoration of your vintage aircraft. We were equally impressed with the diverse collection of military and aviation artifacts. You really should be extremely proud of creating such a great museum.

I hope you have the opportunity to visit the Cradle of Aviation. Carol and I would love to return the favor by giving you tour of our facility. Also, please do not hesitate to call me if you think our restoration crew could be helpful in supplying you with surplus parts or equipment.

Best wishes for continued success. I look forward to seeing you soon.

Warmest regards,



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EXECUTIVE REPORT CONTINUED

In May the Restoration crew had a visitor that was interested in the Panther. When he told me that he was a former Panther Pilot, I asked him if he would like to sit in the cockpit. As he had not been in a Panther cockpit in over 50 years, I gave him a refresher cockpit check out. The attached photo is Mr. Bill Eldrich in the cockpit with Hal Larkin who is checking him out. All former pilots like to get back in the cockpit. So far, I have given this opportunity to six former WarBird Pilots, two in the Wildcat and four in the Panther.



MAINTENANCE OFFICER
Robert E. James

C47—The number one and two inverters are being installed in the aft compartment. Several wires need to be terminated and an additional cooling cutout made in the aft bulkhead. Additional major repairs are being made to the pilot and co-pilot seats. Several parts are on order for the seat assemblies (outboard rails and supporting mounting hardware) that should be arriving this week. Also ten flex hose assemblies should arrive shortly that will complete the engine installation (less two fittings that have been difficult to track down, they are still in work).

TBM—Work on painting and detailing the interior compartments is continuing. Exterior clean up work is also continuing. The control surface repairs (right elevator) have been completed. The control surfaces all need to be painted in gloss sea blue. The inboard and out board sheet metal repairs on the flaps have been completed however they also still need final painting. Some additional sheet metal work on the aft fuselage is still to be done however it has a lower priority than the C47 work and will be done at a later time.

UTVA—The circuit breaker panel has been refurbished and installed. The identification strips for the breakers are still in work. The mechanical engine driven pump has been replaced. As it is blocking the north bay, the aircraft is ready for some engine runs that will be accomplished as soon as the F105 is repositioned

Robert E. James
Maintenance Director

PERSONNEL OFFICER

Norm Lindsay

Collecting, buying and repairing Lionel Trains is my hobby and my passion. Repairing aircraft just happened to be my vocation for thirty plus years hence my reason for being a VAC member. I am a long time member of the Train Collectors Association and attend every train meet, gathering I can in search of that elusive Lionel Train I still don't have.

So what does this have to do with the VAC you ask? Well as I walk thru the train meets all I see is gray heads and the same people volunteering their services to run and manage the event. Then I wonder, who is going to want my train collection when I pass on? I have children but they don't seem to be interested in them. My youngest grandson still plays with the trains but I'm sure he will grow out of that as his older brother did. If its not a video game what chance does it have with today's children.

The same scenario applies to the VAC except for our female volunteers who never seem to age or get gray. Yes the majority of our regular day in and day out volunteers are the same people that have been there for years and years. The exception is the wonderful turn out of volunteers during the annual air show, so one has to wonder who will want to 'play with the VAC toys' in the future.

I understand that our out of state members would find it hard to lend their services on a daily basis so I make this request to our local members and residents. **WE NEED YOUR SERVICES.**

If you would choose to volunteer your services a day or two a week you could venture into any area that you have talent in. We always need help in the following areas.

Library

General office help

Tour Guides

Hangar Maintenance

Grounds Keeper

Skilled Aircraft Mechanics

Please feel free to call (321-268-1941) or visit if you have a question or need more information.

In addition mark your calendar for Oct. 28, 2006. The V AC will host an event titled, "Planes, Trains and Automobiles" from 1000 A.M. to 1600 (4 P.M.). The V AC will supply the Planes; yours truly and friends will supply the trains for sale, trade or just to look at: and our own VAC master aircraft sheet metal mechanic, Dick Hart, and friends will supply the automobiles. Dick also promises to bring his vintage Packard for all to admire. A food vendor, the memorabilia room and the P.X. will also be available! Will post more information in the coming months.

Norm Lindsay
Personnel Officer

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OPERATIONS OFFICER

Ken Terry

Memorial Day weekend saw many VAC Members and Friends very busy! The Annual Open House was even bigger and better than last year. This event has proven to be very popular with the residents of Brevard County along with our active Military Personnel and Veterans of any US Military Service from any time period! All of these people being the reason the Valiant Air Command exists; to Honor the sacrifices made by those who have made our way of Life possible. Thank You, one and all!

We had at least 10 aircraft performing fly-bys and Missing Man Formations during the three-day event. I personally had the opportunity to participate in one on Saturday and another on Sunday. VAC Founding Member Col. Jerry Borchin very aptly led a flight of four T-34's on Monday after performing two other fly-by/Missing Man Formations in the Daytona Beach area. The Spruce Creek Gaggle Flight, several of who are now VAC Members, also performed on both Saturday and Monday. That one day alone, Monday, this group of about 30-35 aircraft performed at least 7-8 times. In addition, Col Borchin's group flew on Friday, Saturday, Sunday, Monday, and even on Tuesday. Because of work and other personal commitments the individual pilots varied somewhat, but it is this group of dedicated Patriots that make these and other events more appealing by flying their aircraft to commemorate our special events. The cost of operating the aircraft has risen astronomically lately, as has the cost of operating your automobile, so we all owe these pilots a big – Thank You!

It is really heart warming to see the level of dedication and Patriotism displayed by our Friends and Members. The Spirit of America is alive and well!

A few aspects of our lives changed on September 11, 2001 but the most important part of our Country has not – The Free Will of the American People!

On Friday June 2, we met up with another large group of Warbird enthusiasts most of which are VAC Members, flew to NAS Mayport and spent the night aboard the USS John F. Kennedy (CV-67). Commander Mike Ginter, Operations Officer for the "Big John" arranged the event in conjunction with a Warbird Rally he and several USN types have hosted for the last couple of years at Herlong. So the next morning we all departed en masse for Herlong and hamburgers!

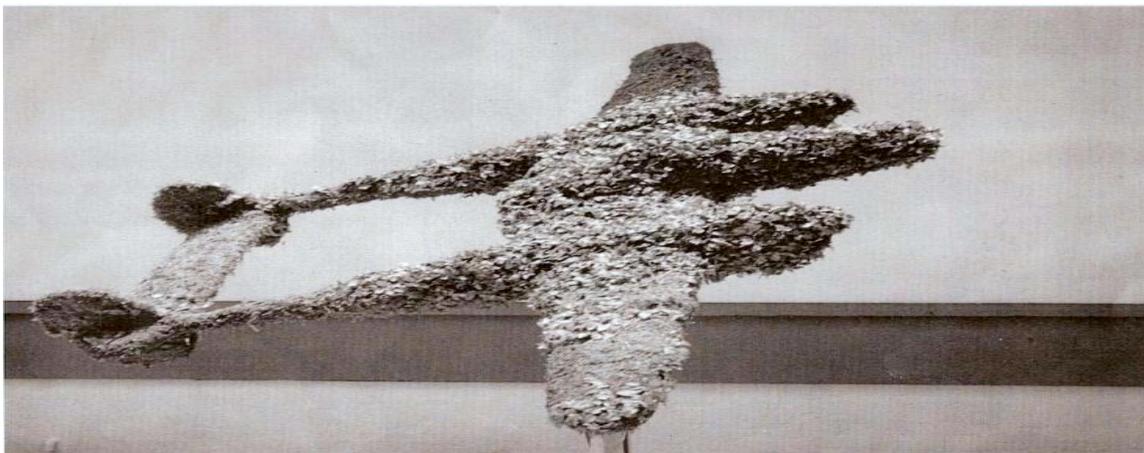
On Saturday June 10 we participated in the Grand Opening of a new FBO at Deland airport and passed out several VAC membership applications, maybe at least one or two will actually join. We had several formation training flights in May.

We are still missing a few of the Pilots forms to renew their annual FAST Cards. If you do not get them in soon it will mean a re-qualification ride to regain your currency. Just make sure that you have sent in your paper work to at least one FAST Organization that you belong to in order to remain current. It does not have to be the VAC, but you must keep it up to date with at least one FAST group. Several of the ones I am missing are long time VAC Troops. I would hate to see them lose the Qual because they forgot to send in the paper work!

Respectfully submitted
Ken Terry

NEW AND RENEWING COLONELS

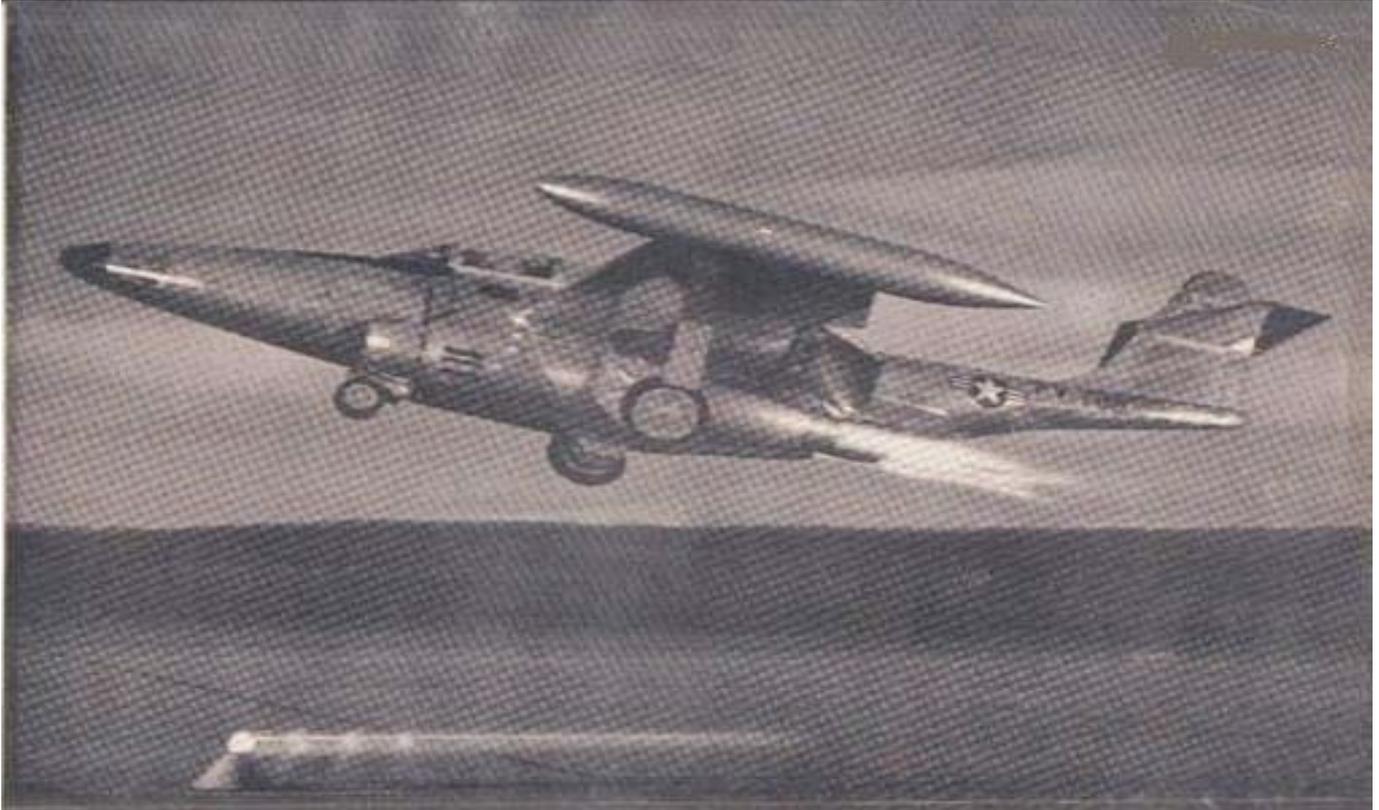
LAST NAME	FIRST	SPOUSE	CITY	STATE
NEW MEMBERSHIPS				
JUHL	MARVIN	LORRAINE	COCOA	FL
YARNALL	ROBERT		ORLANDO	FL
RENEWING MEMBERS				
BADGER	LESTER		COCOA	FL
BOSWORTH	KENT		CHARLESTON	SC
CLAPPER	CHUCK	CONNIE	PALM CITY	FL
FLOYD	MITCH	KATHY	HIAWASSEE	GA
GIBSON	HOOT		DADE CITY	FL
HART	RICHARD		MERRITT ISLAND	FL
HITES	ERVIN	JOANNE	POUGHKEEPSIE	NY
LAFOND	LOU	JEANNIE	OSTEEN	FL
LAND	JB	PATRICK	FERNANDINA BEACH	FL
LYONS	ROGER	JEAN	TITUSVILLE	FL
MADONIA	RON		TITUSVILLE	FL
MORIARTY	EUGENE		WADDINGTON	NY
NICHOLS	JOYCE	JACK	MERRITT ISLAND	FL
PARSONS	STANTON	JULIE	LAKE MARY	FL
SIETSMA	LARRY	SHERRY	INDIALANTIC	FL
TANNENBAUM	LEE		COCOA BEACH	FL
WEINERT	RUSSELL	DONNA	TITUSVILLE	FL
WOODARD	PAUL		SEBASTIAN	FL
YARNALL	ROBERT		ORLANDO	FL
YOCUM	WALTER		TITUSVILLE	FL



TAKING GARDENING TO NEW HEIGHTS BY TOPIARY JOE

AVIATING WITH EVANS
N.C. "Bud" Evans

Wright-Patterson Drop Area



I have written stories about my two tours, as a Fighter Test Pilot at Wright-Patterson AFB but here is one area of flight-testing I failed to cover. On my first tour, 1954 through 1956 we had a unique flight test "Drop Zone" which was located between Patterson Field and Wright Field. The distance was probably two miles from the end of the old runway (North-South) at Patterson Field and the hill on which most of the Aeronautical Labs were built at Wright Field. The calibrated instrumentation grid cameras were located on Patterson Field just beyond the hangar area where Fighter and Bomber Flight Test Operations were situated. The Fighter Ops was located on the second floor of the hangar, which was next to last hangar at the south end of "hangar row". It was a good observation point for pilots who were not flying, to watch the many interesting results from external store drops and jettisons. We also used the same drop zone for seat ejection tests. Some of the high-speed drops tank ejections from the swept wing fighters such as the F-86's and F-84F's were spectacular! At various times the drop tank would fly back up to the bottom of the wing after being forcefully ejected downward and then bang along the bottom of the wing all the way out to the tip. In some instances the tank would actually roll back up on top of the wing before finally departing from the air-stream around the fighter. These events were more than a little disconcerting to the pilot and those observing from the ground.

For the seat ejection tests, we used a T-33 early on and then an F-94A. Both aircraft had the top of the rear canopy cut away to allow the seat to be ejected out cleanly but the noise of the seat being shot upward by the explosive cartridge was ear shattering to the pilot. Our real fear was that a "cold shot" would hang the seat up at the top of the rails and create so much drag that the aircraft would not be able to continue to fly, putting the Labs at Wright Field in jeopardy. (Nor was it very healthy for the pilot, as we were always too low and slow to successfully eject). These tests were conducted from very slow to very high speeds and always drew a crowd of people gathered at the upstairs windows of the Flight Test Operations Office. The path for the final part of the

AVIATING WITH EVANS CONTINUED

test run was about 500 feet out from the hangars and generally no higher 500 feet. Whenever an abnormal event occurred during the release or ejection it was very visible to the onlookers. I assumed that the drop zone had been established many years earlier when aircraft were much slower and a new-instrumented drop zone had not been established to be commensurate with the increased speed of the jets. When I returned for my second tour seven-and one-half-years later they were still conducting seat ejection tests but done with the high speed F-101B and in a new safer location out beside the main runway.



I was assigned the series of drop-tank jettison tests when my “Guardian Angel” had to come to my rescue one more time. The F-89D had been selected as the test-bed aircraft to evaluate the jettison system to be used with a new series of 450 gallon drop tanks. (6.5 lbs per gallon). I had more flying time in the F-89’s than any of the other Fighter Test Pilots and was selected as the project pilot for the series of jettison tests.

The “Scorpion” (F-89) was not exactly the fighter pilots dream of a fighter aircraft and I recall on my first flight in it, I commented to the Northrop check pilot that doing a slow-roll felt like I was rolling my living room. The large wing area must have been one of the deciding factors in picking it as the “test-bed” aircraft for this large drop tank jettison system...

On this particular flight I was testing the slow speed, heavy weight drop tank jettison capability of these large external drop tanks. The aircraft had large permanently installed wing tip tanks that contained a rocket pod launcher in the leading edge of each tip tank. These tip-tanks were equipped with fuel dump valves which, when activated took several minutes to empty all of their fuel. My first pass was a scheduled dry run on which I flew to the drop zone at 200 feet altitude and at a speed slightly above the stall. The purpose was to complete the drop tank jettison profile for the newly designed jettison system so as to define the airspeed envelope that a pilot could successfully jettison the tanks. I was scheduled to drop only one at a time and to provide data showing the performance and stability characteristics of tanks once they were ejected from the rack to which they were attached...

My dry run approach was made at 200 knots with landing flaps at 20 degrees down. This took almost full military power. (100% without afterburner). My plan was to push both engines into afterburner as soon as I received the call from the ascania camera engineer signifying I was at the tank ejection spot. When I heard the call I pushed both throttles into “Afterburner” only to be rewarded by a sharp deceleration and obvious failure of both engine afterburners to ignite. The nozzles had opened without the fuel igniting and causing a sharp loss of thrust. At that moment I knew I was deep in trouble! My automatic response was to punch at the “External Stores Emergency Jettison” red button. I expected the Scorpion to jump up and begin to pick up speed but instead I felt as though I was sinking deeper into the high green corn that was being grown at the end of the “drop zone”. I found myself looking up at the hill and Lab buildings at Wright Field and at the cars on the elevated highway that divided the two Air Bases. Those cars were level with me and growing very large.

AVIATING WITH EVANS CONTINUED

Needless to say I was extremely busy having been caught in that unenviable position and for a second or two forgot that there was a fuel dump switch to empty the tip tank fuel. I punched the “Tip Tank Fuel Dump” button but it seemed that nothing was helping me to pick up enough speed to climb or turn away from that ominous hill and buildings. At the very last minute when I had been ready to push the nose into the bank short of the highway to keep from hitting the cars or skip over it into the Lab buildings, I felt the aircraft respond to the bank input and a little increase in airspeed. The fuel was rapidly pouring out from the tip tanks and making a dramatic display for those observing this awkward looking flying machine which was obviously in deep “Kimshi”!

I barely cleared the highway and I know I covered a number of those cars with a goodly spray of JP-1 fuel. The fireball that would have engulfed them had my “Scorpion” not begun to respond to the weight change due to that fuel being dumped, would have been far more devastating. I was now beginning to pick up enough speed to see a slight rate of climb and enough control to turn away from the Wright Field hill and climb over the roof tops of the houses next to the Base. In a few very long seconds I had once again cheated the Grim Reaper, saved others lives and was back in control of this very sick piece of aeronautical machinery. The roof tops of the homes in the town of Fairborne (including my own) were not too far below me as I struggled to make it back to the runway at Patterson Field where I made an uneventful landing. I was never completely briefed on why both afterburners fail to light as I had used them successfully on take-off. The Modification Hangar where the instrumentation and new drop tank jettison system had been installed had screwed up the wiring so that when I turned on the instrumentation switches to record the flight conditions for the tank drops, it shorted out the electrical signal to the ignition system of the afterburners. Whatever the cause it ended safely with just a few more grey hairs for me to add to the ones I had already collected. I don’t know how many cars or houses the Air Force paid to have painted but it was far less than it would have cost them if I had not been able to clear the road and houses. A part of the corn crop that was being grown by a Base Agricultural Club was also not harvested.

{c}

N. C. “Bud” Evans

**RECENT CHARITABLE CONTRIBUTIONS SUPPORTED
BY THE VALIANT AIR COMMAND**

We thought you would like to know about the different charitable donations the Valiant Air Command makes throughout the year.

As you know from May’s newsletter we have recently contributed to the Scholarship fund for Pilots License and The City of Titusville Avenue of Flags in the memory of Mike McDonough and to honor Josh Payne.

This month we are supporting the Shaylene Factor Fund Raiser by donating gift certificates for admission into the museum to be used in their raffle. Shaylene is a young girl from the area who has been challenged with several medical conditions during her short life.

Each month The Valiant Air Command contributes to the ongoing Josh Payne Fund. If you would like to contribute to any of these worthwhile causes please call us for information on how to do so.

FROM THE FRONT COUNTER
By Ginger, Crystal and Sandi

Happy Father's Day to all Father's Far, Near, and in Heaven Above

Our Memorial Day "Open House" was a Huge Success. It surpassed our greatest expectations!! Cars were jam packed everywhere and the gift shop had a non-stop flow of business.

Thank you to ALL VOLUNTEERS WHO GAVE THEIR ALL TO HELP US OUT!
Especially, Roger, Sandy, Jack & Joan, Dan, Jean, Pat & Bob, John Kirk, Augie, Marilyn, Bob & Ann, and Margaret Towe.

"New in the PX"

We have Denim Shirts, Leather – Suede Jackets, and Hats Galore!!
POW, Korean Vet, WW II Vet, Purple Hearts, Rangers, etc.
License Plates, Planes, T-shirts, US and Military Flags.

Remember Members receive a 10% discount on all Gift Shop items.

New Museum Hours effective July 1st,
are

9:00 A.M. to 5:00 P.M.

Admission rates are Adults \$12:00, Senior and Military \$10.00, Children 5 - 12 \$5.00
Under 5 years old is FREE



We have volunteers from everywhere. You'll recognize our Gift Shop Ladies Sandi and Crystal. Behind them are Art and his friend from Germany who stopped by to help out.

HANGAR HAPPENINGS

Ann James

Welcome "Gryphon Group" We are privileged to host lunch each week for 36 young military men and women. They have lunch with us and then tour the Museum before heading back to their defensive driving assignment across the field.

Our VAC ladies have been hosting the lunches and providing "special" home made desserts of cookies, brownies, etc. If you would like to help host or bake something for these special guests, please call me. It will make your day!

Thank you Jean, Joan, JoLynne & Ginger for your help!

* * * *

EVENING EVENTS

This year we have had a marked increase in the number of evening events that we host for other organizations. Dinner meetings as well as themed banquets, and reunions are becoming very popular. If you know of an organization that might be interested, please pass the word along. We have a lot to offer and growing all the time!

Along with this good fortune, is a plea **for extra tables**. We need light weight, 6 or 8 foot tables and I will gladly pick them up if you will call me!

* * * *

UMBRELLAS (large ones) would be appreciated for our Tour Guides to walk visitors to and from their vehicles and between buildings while touring in the rain. We appreciate our recent rain showers but like to keep our customers happy as well ! Thanks, if you can help, call me or drop them off at the Museum.

* * * *

Tuesdays & Thursdays are busy volunteers days at the Museum. How about stopping by for lunch on Thursday or helping out in an area that suits you. We have lots to do and could use your help! Anyone like to help paint?

Call me, we would love to see you!

Ann James

Share Your Stories or Write a Remembrance

For veterans, the memories, images and flashbacks are so painful that they often have great difficulty talking about them. Yet sharing these stories can have a powerful healing effect. Below is a Questionnaire that can help veterans and their families get started on their story. It's just to get you started. Please feel free to use any format or information that you choose.

Each service member's story is a part of our nation's history and needs to be told, re-told and remembered. We invite you to share the story of a spouse, a child, a parent, another relative or a friend who participated in one of America's conflicts. You can contribute a eulogy, a remembrance or a prayer in their honor. Share your own story of grief over the loss of a loved one. Tell us of a funny tale that was relayed to you or that happened to you. You will have the choice of the story being published or kept private. I will randomly choose one to print each month in the newsletter if space allows.

How to Begin

The following questions were developed to help start the conversation with a veteran or to jog your own memory.

1. What was your reason for enlisting, or were you drafted?
2. In which branch of the military did you serve?
3. What was basic training like?
4. What was your military specialty (infantry, artillery, airborne, armor)?
5. When you think about your war experiences, what is the thought that first comes to mind?
6. What was your best experience?
7. What was the worst experience?
8. Among your leaders and colleagues, whose story is the most compelling for you?
What makes it so compelling?
9. How did you cope with the frustrations and horror of war?
10. What would you most like your family and friends to understand about your war experience?

Sometimes getting through the experience of sharing your story the first time is the most difficult part of all. This is all part of the healing process. Make sure that you have someone you can talk to if the memories are too painful.

The above questionnaire was compiled by Helen Fitzgerald, a certified death educator (CDE), author and lecturer, and her husband, a veteran of WWII.



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