



# UN - SCRAMBLE



Official Bulletin of the Valiant Air Command

JULY 2006

<p><b>VALIANT AIR COMMAND</b>  <i>Dedicated to restoring military aircraft</i>  A 501c(3) Non-Profit Organization</p> <p><b>6600 Tico Road</b>  <b>Titusville, Florida 32780-8009</b>  Phone: 321-268-1941  FAX: 321-268-5969  Email: <a href="mailto:vacwarbirds@bellsouth.net">vacwarbirds@bellsouth.net</a>  Website: <a href="http://www.vacwarbirds.org">www.vacwarbirds.org</a></p>	<p><b>VAC WARBIRD MUSEUM &amp; GIFT SHOP</b></p> <p><b>Open 7 days a week, 9:00 AM-5:00 PM</b>  except the day of  Thanksgiving, Christmas &amp; New Years</p> <p><b>Admission</b>  Adults \$12.00 Seniors/Military \$10.00  Children 5-12 years \$5.00</p> <p>Special Tour &amp; Family Rates available</p>
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## 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: August 8<sup>th</sup>, 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](http://www.vacwarbirds.org)

### ADDRESS CHANGES

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



## UP COMING ELECTION INFORMATION

<p><b>OFFICES AVAILABLE FOR 2006 ELECTIONS</b>  <b>(Current election listings with incumbents)</b></p> <p><b>FULL THREE (3) YEAR TERMS 2006-2009</b></p> <p>FINANCE DIRECTOR ..... MARILYN BETTENCOURT  (Appointed Incumbent)</p> <p>PERSONNEL DIRECTOR ..... FRANK POUND  (Appointed Incumbent)</p> <p>PROCUREMENT DIRECTOR .... BOB H. FRAZIER JR.  (Elected Incumbent)</p>	<p><b>PROSPECTIVE CANDIDATES PLEASE BE ADVISED</b></p> <p>All autobiographical histories, together with your ORIGINAL Nomination Papers (No copies please) must be received at VAC (6600 Tico Rd., Titusville FL. 32780) by August 15<sup>th</sup>. (Suggested bios up to 250 words.)</p> <p><b>ELECTION DATE: OCTOBER 10, 2006</b></p> <p><b>PLEASE NOTE:</b> To be eligible for office and to receive a ballot in the mail, your dues <b>MUST BE CURRENT</b> by September 10, 2006</p>
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**ELECTION INFORMATION CONTINUED**

On the previous page you will find the list of Director's positions and terms of service that will be up for voting in our coming elections. If you are interested in running for one of these positions, you must comply with the VAC's nomination procedure.

Any active member of the Valiant Air Command who is interested in running for a Board of Directors position, or an incumbent who is either seeking election or re-election to the same or another Board position, must file a letter of intent with the Board of Directors (or election committee if such a committee is formed).

The letter of intent must contain the following:

- 1) The position for which the member is intending to run.
- 2) The handwritten signature of the candidate who is seeking to run.
- 3) The handwritten signature of at least two (2) other active members of the Valiant Air Command who endorse the placement of the candidate's name on the ballot.

The Valiant Air Command before the close of business must receive the original Letter of Intent on August 15<sup>th</sup> of the year they are intending to run for a Board of Directors position.

A list of positions up for election each year will be published in the VAC newsletter for July.

Please be sure to FILE your original nomination papers by August 15<sup>th</sup>. Faxes and copies are not acceptable. The position of Commander (when up for election) requires previous Board of Directors service. Please feel free to call any of the present Board of Directors concerning the duties of any of the positions. We encourage you to take part in your elections, and lend your skills and talents to our growing organization.



**WEDDING CELEBRATION AT VAC**



The Valiant Air Command Museum hosted it's first wedding on July 1, 2006. Our own **Ginger Creekbaum** from the Gift Shop was married to **Larry Utz** at 6:00 in the evening surrounded by family and friends.

Judge Frank Pound (retired) officiated at the ceremony, while Augie Holmquist performed the "DJ" duties at the reception. The reception and decorations were all done by Ginger's VAC family of friends. There was music, dancing, delicious food, lots of smiles and some tears. Ginger & Larry completed the festivities with a "bubbly" departure in the Mash Ambulance. They planned a short honeymoon to be followed later this month by a longer one.

Your family and friends send you "**Congratulations and Best Wishes!**"

**UN-SCRAMBLE  
EXECUTIVE AND SUPPORT STAFF**

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**EDITORS CORNER**

**By Ruby Gonzalez**

The next Un-Scramble will be a combined newsletter for the months of August and September. The reason we are doing this is so that we can make the newsletter current for the month in which you receive it rather than being a month behind. So don't be confused. It's just us getting ahead of the game.

**OFFICERS REPORTS**

**COMMANDING OFFICER**

**Lloyd Morris**

Hello Camper's

First off, I would like to thank Jerry Trachtman and family (the VAC. attorney) for the fine work he does for the VAC. Not only does he do the Airshow announcing, he also represented the VAC., in the legal interpretation of our lease. So, for what it's worth, Thank you, Jerry, for all your help. YOU ARE THE MAN!

Next, I would like to thank the Airport Authority for their cooperation in the resolution of the VAC. lease.

I am excited to announce the addition of Frank Pound to the Valiant Air Command Board of Directors. Frank will be heading up the Personnel Director's job, and Norm Lindsay will be moving into the Facilities position. So Frank, Welcome to the Board! We're glad to have you back.

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### EXECUTIVE OFFICER Hal Larkin

**F-5E** The Northrop Grumman F-5E has been moved to the display hangar. However we still have a missing parts list of 12 items. As we locate the missing items, we will install them while the F-5E is in the display hangar. With the F-5E moved, we had to re-spot the restoration hangar to give us some working room.

**TA-4J.** The TA-4J is starting to show the results of its restoration. We have installed the left and right flaps, spoilers, and ailerons. Work continues in the two cockpits. Speed brakes have been opened, wells cleaned and ready for paint. We are working on hydraulic plumbing for operation of the canopy hydraulic cylinder. The hydraulic system on the TA-4J is in shambles; most of it is missing. We will create one hydraulic cylinder system for operation of the canopy. Work continues on general clean up.

**R-2800** Work on the R-2800 is moving right along. We have located two dealers with parts for the R-2800, and we are waiting for quotes.

Stop by the restoration hangar any Thursday if you want to see and talk about Warbirds. For flying, you can talk to Wally Littell, CDR. USN retired, Panther Pilot in Korea or Lt. John Tobsion, B29 Pilot with five missions over Japan. If you want to talk about aircraft production, restoration, find or fabrication of parts, we have John Morrison, Bill Waldron, Russ Weinert, Don Henry, Ray Hickman, Fred Wilms, Chet Emery, George Graefe, Art Mc Donald, Nelson Ruiz, Dick Weber, Chuck Hendricks, or engine over hauler, Tom George, Cpt. USN retired. For the Air Force, Joe Reus, Dave Smart, and Marty McDonald who is current with Southwest (Pilot). If you want to chat about flight-test, Hal Larkin, Jim Pitman. We also have a top of the line machinist, Peter Frantizs. For the ground troops, Gay Thorman (tanks) and Jim Thurston, (Marines). As you can see, the restoration crew has a vast back round of experience. On any Thursday, there is over 200 years of experience within the restoration crew. We will be pleased to talk to you on any Thursday.

The photo below is a Panther, launched from the USS Bon Homme Richard, CV31 in the Sea of Japan 1952. The pilot, Wally Littell CDR.USN retired, currently a member of the VAC restoration crew.



**MAINTENANCE DIRECTOR**

**Robert E. James**

**C47-**The cylinder temperature wire routing for the left and the right engine to the nose compartment has been completed. Inspection and lacing of other wiring in the nose area is continuing.

The pilot and co-pilot seat damage has been repaired. The armrests (total four) have been recovered and temporarily installed. Remaining work includes painting the seats with primer and obtaining one seat track roller.

Prior to the seats being installed in the cockpit, the area below the cockpit floor requires a detailed inspection to ensure all the hydraulic lines are properly connected and torqued.

The ships batteries are over five years old and efforts to salvage them are in work. Since the average life of a battery is only four or five years I'm not too confident that they will be usable.

**TBM-**The fuel gascolater was reinstalled in the bomb bay area. It had been removed along with its mounting pad while the interior area was painted.

The cockpit canopies have been removed and are being reworked with some required sheet metal repairs. Also the cracked Plexiglas will be replaced. This will be a long and tedious process as there are several hundred holes to be drilled in the new glass.

Other sheet metal work on the aft turret and the turtle deck area is also in work.

Robert James  
Maintenance Director

**PROCUREMENT DIRECTOR**

**Robert H. Frazier Jr.**

**GRUMMAN F11F** Availability of the airplane is stalled at the moment and it is still mounted on the display pylon. Restoration of the A4D replacement airplane for the commercial airport continues. More coordination between the Naval Air Museum and the Pensacola International Airport to remove the F11F is needed.

**BILLBOARDS** Researching signboards for VAC advertising continues. We have rejected the large standard boards based on cost and only a single location available. Interest now is on the slightly smaller poster boards for next years Air Show. Lower costs and the number of available locations are more favorable.

**F-88** The airplane has been removed from the VAC and shipped to Pennsylvania by the owner. He plans to restore the aircraft in his own hangar.

**UH-1 HELICOPTER** I have completed the necessary U.S. Army inventory and re-certification forms for the helicopter.

Robert H. Frazier  
Procurement Director

**PUBLIC RELATIONS**  
**Bud Evans**

Your museum's new brochure is in publication and will be on the racks by the latter part of July. Note the changes in price and in the museums hours of operation. Hope you all like the changes in design and the triple fold concept.

N. C. "Bud" Evans

Director of Public Relations

**Inside of New Brochure**

The brochure features a central title "Visit America's Newest AVIATION MUSEUM" with a star logo. Below the title, it says "See Historic Displays and Restoration of Authentic Military Aircraft from WWI, WWII, Korea & Vietnam". The brochure is divided into several sections:

- F-4F WILDCAT**: A photograph of an F-4F Wildcat fighter plane in a hangar.
- F-14A TOMCAT**: A photograph of an F-14A Tomcat fighter plane in a hangar.
- F-9F PANTHER**: A photograph of an F-9F Panther fighter plane on a runway.
- TICO BELLE**: A photograph of a green Tico Belle bomber plane in flight.
- F-101B VOODOO**: A photograph of an F-101B Voodoo fighter plane in a hangar.
- F-5E MODIFIED FOR SONIC BOOM TESTS**: A photograph of an F-5E fighter plane on a runway.
- ME-208 MESSERSCHMITT**: A photograph of an ME-208 Messerschmitt aircraft on a runway.
- 1ST U.S. MILITARY JET ENGINE**: A photograph of a jet engine on display.
- Visit our fully stocked gift shop**: A photograph of a gift shop interior.
- Stroll through our huge collection of aviation memorabilia. Extensive displays of vintage military flying gear, uniforms, artwork, and see warbirds being restored to show room condition.**
- Something for Everyone!**

Outside of New Brochure



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**STATEMENT OF PURPOSE**

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# TICO WARBIRO AIR MUSEUM

TITUSVILLE, FLORIDA

# TITUSVILLE, FLORIDA

# AIR MUSEUM

DISPLAY AND RESTORATION

# TICO WARBIRO

### MEMBERSHIP APPLICATION

**VALIANT AIR COMMAND, Inc.**

Last Name \_\_\_\_\_ First Name \_\_\_\_\_ Middle \_\_\_\_\_  
 My Name Tag should Read \_\_\_\_\_ Spouses Tag \_\_\_\_\_  
 Home Address \_\_\_\_\_ Home Phone \_\_\_\_\_  
 City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_ Business Phone \_\_\_\_\_  
 Date of Birth \_\_\_\_\_ Marital Status \_\_\_\_\_ Occupation \_\_\_\_\_ Ages \_\_\_\_\_  
 Spouses Name \_\_\_\_\_ No Children \_\_\_\_\_  
 Armed Services Time: Yes \_\_\_\_\_ No \_\_\_\_\_ Dates \_\_\_\_\_ Rank \_\_\_\_\_  
 Are you interested in: - Restoration \_\_\_\_\_ Warbirds \_\_\_\_\_  
 Museum \_\_\_\_\_ Airshows \_\_\_\_\_ Volunteering \_\_\_\_\_  
 Comments \_\_\_\_\_  
 Last Names of any Members of the Valiant Air Command known to you: \_\_\_\_\_

Check Enclosed \_\_\_\_\_ Cash \_\_\_\_\_ Visa \_\_\_\_\_ M/C \_\_\_\_\_  
 This Application is subject to review by our General Staff. **YOUR INFORMATION IS CONFIDENTIAL**  
 Single (1) \_\_\_\_\_ \$75.00/yr Family (2) \_\_\_\_\_ \$100.00/yr (DONATIONS ARE TAX DEDUCTIBLE)  
 Date \_\_\_\_\_ Signature \_\_\_\_\_

YOU DO NOT HAVE TO BE A PILOT OR WARRIOR OWNER TO BELONG TO THE V.A.C

**Hours: Mon. - Sun. 9 am to 5 pm**

**ADMISSION FEES**

\$12.00 Adults  
 \$10.00 Senior / Military  
 \$ 5.00 Children ages 5-12  
 Family Rates Available

The museum is available for reunions, fundraisers, company parties, etc.  
 Call (321) 268-1941 for details.

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**OPERATIONS OFFICER**

**Ken Terry**

Operations Report for July 2006

If you have ever dreamed about the best of anything, then you can understand my feeling when I looked in my hangar for a week!

The latest of George Baker Aviation's Award winning creations graced my humble parking spot while Curtis did his magic, (mechanical type not the "other" stuff), on my airplane. I actually have brought my avionics up to at least 1968!

In the meantime, he needed a place to keep Rick Nesses beautiful T34-B out of the sun. So I gladly volunteered the spot where my aircraft normally sits.

Curtis just finished Rick's airplane in time to take it to Sun N Fun and win the usual George Baker Aviation Award. Boy, it may be a habit, but the aircraft just keep getting better each time.

Well, back to reality.

The DoD Form 2535 is finally in the capable hands of our FAA guru, Mr. John Murphy, and should be returned in plenty of time for us to get approved for TICO 2007. We do not anticipate any glitches this year, but I feel sure there will be some regardless.

I am still short several of the old time VAC Formation Pilots reports from last year. They have not even requested a FAST card for 2006 and the year is half over. If they don't get sent in by the end of this year they will have to take a check ride to be re-instated. So if you are one of the ones a little slow on the paper work, get it in; that will be a lot easier than a check ride!

I am still looking for some ideas on changing the method of pilot payments. Most of us would like to develop a method whereby each pilot that participates in the entire show will depart the area with a check in hand! How about sending me your thoughts!

Robbie Sell, the young man awarded the Aviation Scholarship to finish up his private pilots training is doing well. He should be working on his solo cross-country time building by the time you read this. If you know of a deserving young person that would like to apply for Valiant Air Command help please write me a note and give me some details.

The Red Baron Pizza Squadron, DeBenair Aviation, and the VAC have banded together to offer this opportunity as long as the money holds out. It is not a lot but sometimes it only takes a little to help some deserving individual over the "hump" and get a "leg up" on life.

Blue side up.

Respectfully submitted  
Ken Terry

NEW AND RENEWING COLONELS

<b>LAST NAME</b>	<b>FIRST NAME</b>	<b>SPOUSE</b>	<b>CITY</b>	<b>STATE</b>
<b>NEW COLONELS</b>				
<i>Barker</i>	<i>Richard</i>	<i>Dorothy</i>	<i>Titusville</i>	<i>FL</i>
<i>Lowman</i>	<i>Les</i>	<i>Ann</i>	<i>Port Orange</i>	<i>FL</i>
<i>Purcell</i>	<i>Frank</i>	<i>Cheryl</i>	<i>New Smyrna Beach</i>	<i>FL</i>
<i>Saletzki</i>	<i>Larry</i>	<i>Genda</i>	<i>Princeville</i>	<i>IL</i>
<i>Shad</i>	<i>Conrad</i>	<i>Marsha</i>	<i>Port Orange</i>	<i>FL</i>
<b>RENEWING COLONELS</b>				
<i>Lafond</i>	<i>Lou</i>	<i>Jeannie</i>	<i>Osteen</i>	<i>FL</i>
<i>Leeward</i>	<i>Jimmy</i>	<i>Dirk</i>	<i>Ocala</i>	<i>FL</i>
<i>Mays</i>	<i>Harold</i>	<i>Audi</i>	<i>Augusta</i>	<i>GA</i>
<i>Bragg</i>	<i>Medford</i>		<i>New Port Beach</i>	<i>CA</i>
<i>Hissong</i>	<i>Kenneth</i>		<i>St. Petersburg</i>	<i>FL</i>
<i>McLeod</i>	<i>Thomas</i>	<i>Catherine</i>	<i>Titusville</i>	<i>FL</i>
<i>Talbott</i>	<i>Frank</i>	<i>Ruth</i>	<i>Cocoa</i>	<i>FL</i>
<i>Neighbours</i>	<i>Terry</i>		<i>Lake Helen</i>	<i>FL</i>
<i>Sharp</i>	<i>Tom</i>	<i>Kandice</i>	<i>Cocoa</i>	<i>FL</i>

AVIATING WITH EVANS

Another vacation day on which I should have stayed home

It seemed that the job at Edwards was so interesting and those few of us who were Experimental Test Pilots had such a close bond that I could never stay away from the flight line very long. On this particular day I had just returned from a short leave and drove down to the office to see what new and exciting things were happening. I was talking to some of the pilots when our Chief Of Flight Test Operations asked me if I would like to fly in a B-25 that had a test model of North American's Autonetics Divisions "Terrain Following" and "Terrain Avoidance" system installed. I had flown this test system when they were installed in an F-86D and an F-100 but those were single seat aircraft and couldn't be demonstrated to the bomber pilots who were to have them installed in the B-47 and B-52's. The B-25 had been leased from Tall-Mantz Aviation by the North American Aircraft Company and had their systems installed. There were three bomber test pilots and three of us from the fighter section on board. I was the only one who had flown the systems before so I was just checking the few improvements made after my previous evaluation flights. The other pilots were seeing it for the first time.

It was a typically very hot day on the high Mojave Desert and we headed for Death Valley, as that was a good area to find very rugged terrain in which to get a good look at the system's capabilities. What the test pilot had to follow was a curser on the instrument panel, which was used to control the pitch angle of the aircraft. In the "Terrain Avoidance" mode, the system

of the aircraft's vertical flight pattern was guided. The pilot followed the pitch signal, which was designed to see the rising or falling terrain into which the aircraft was heading. The system cursor was designed to predict what climb and descent angle and what distance it was required to remain at a preset height above the ground. The B-25 was obviously not the same type of performing aircraft as would be the sleek fast jets for which the system was designed. It gave the pilots flying it a slow motion look at what it was designed to tell the pilot. We had been flying for about two hours and I had just finished my turn flying the system. I retired to sit in the bombardiers seat in the nose of the old bomber which was a perfect spot to observe the ground clearance. It also showed me how well the pilot was doing keeping the same ground clearance going up over the ridges and then back down the far side into the valleys. I noted that we were getting into some really sharp rising mountain ridges and sharply descending valleys. As I mentioned the temperature was severely hot, and the B-25 (being an old piston engine, prop driven machine) was not the slick performing type of flying craft that most of the pilots had been used to flying. The pilot who was in the pilot seat at this time had very little prop driven aircraft experience having gone through flight training after all training was conducted in jet aircraft.

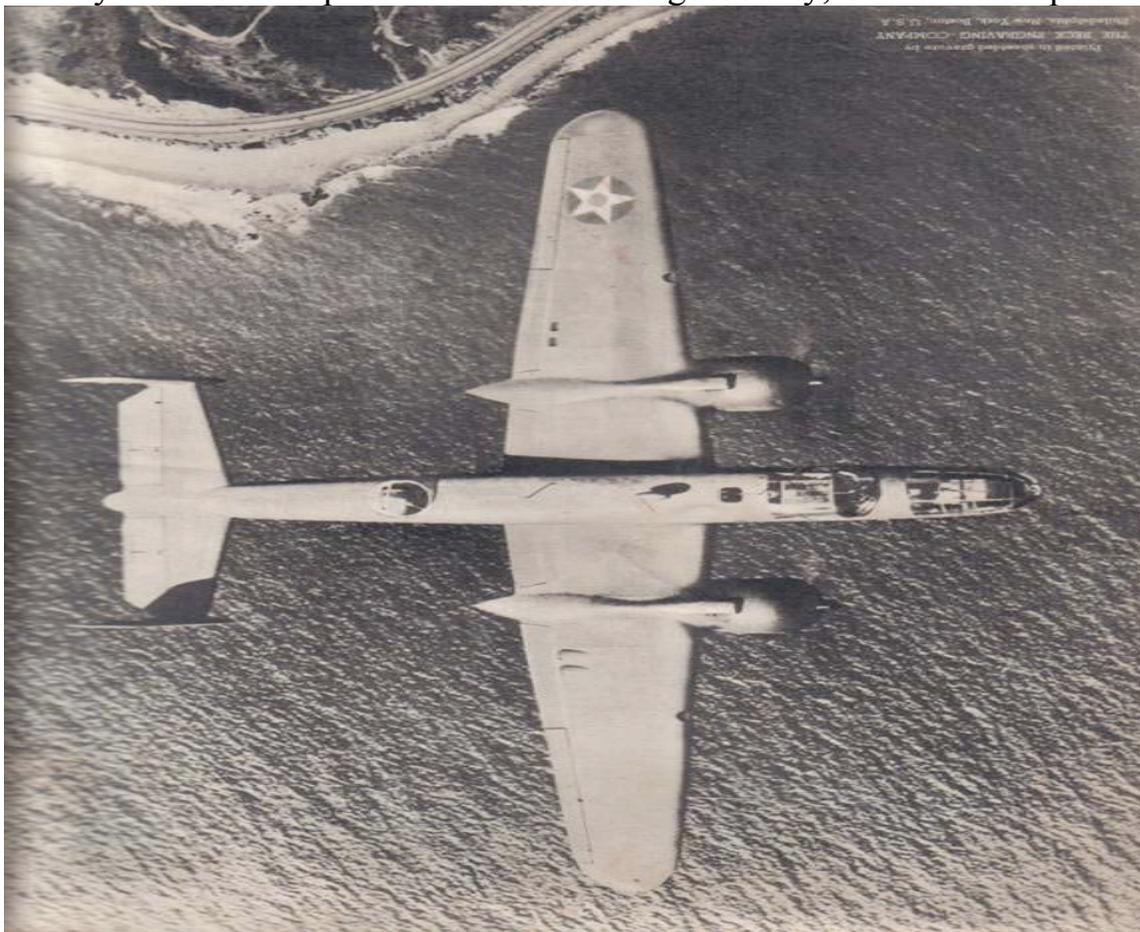
We had cleared a sharp rising ridge and lost most of our flying speed. The far side descent was fairly steep and allowed us to build up a lot airspeed in a hurry. This valley was not very wide and about the time we reached the bottom there was another sharp climbing ridge and another one, which was higher than the former one. It became very clear to me that the B-25's speed was not high enough to clear the sharply rising terrain ahead of us. As the pilot followed the systems guidance, we were slowing rapidly with no chance of clearing the top of the mountain ridge. I kept waiting for the B-25 pilot to take over and abort the climb while there was still some clearance above the steeply rising, rocky desert ridge. Sitting in the glass nose in the front of the bomber, gave me a dramatic view of what was happening. When the large boulders were beside me on both sides and directly in front of me, I knew we were in serious trouble! The top of the mountain ridge was no longer visible, and second by second; I was becoming uncomfortably familiar with the solid, boulder-filled mountainside. As I sat helplessly watching what seemed to be an eternity, I expected any second to permanently become a part of that ragged Death Valley mountainside.

At what I considered to be well past the "last moment", I felt the engines being pushed to full power, felt the flaps lowered partially, and watched the aircraft sharply roll and yaw to the left. I had the best view of anyone, and it appeared to me that we were turning into the side of the arroya in which we were trapped. I was braced for the wing, or some part of the big bomber, to impact the rocks that seemed to surround us. As we continued in an extremely low speed slide, I was amazed (and very happy) to see the nose pointing down a very narrow depression heading steeply back down the side of the mountain ridge next to the one in which we had found ourselves previously trapped. I was still certain that there was not enough clearance on either side for the wings to clear the walls of rock but suddenly we were flying down hill. The aircraft quickly accelerated and we were comfortably flying sharply nose low, back down towards the valley floor. It is really a traumatic position in which a fighter pilot finds himself. We are known for our distrust of other pilots flying knowledge and therefore feel only comfortable in

the air when we are in control of the aircraft. I was placed in the most helpless position I could ever have imagined and knew that I was about to have some other pilots stupidity kill me.

The B-25 pilot quietly raised the flaps as though it was all planned that way. I was impressed that he had planned the escape route so as not to take control until we reached the cross cut in the steep mountain ridge where our young test pilot had placed us. The remainder of the flight was uneventful. After we landed I stayed behind to compliment the B-25 pilot on his planning and allowing the aircraft to continue to that point where the horizontal cut in the side of the mountain gave us the escape route. He looked at me with a sick looking half smile and said that he had no idea that there was any possibility of our getting out of the position he had allowed our young test pilot to fly into. He saw the slight opening to his left about the time he was trying to decide how to make our impact with the side of the mountain at the slowest speed. The opening just seemed to appear and he was as surprised as I was when it was suddenly there and the escape was possible. From that point on he just flew it as best he could and he was as happy as I was that we were back safely on the ramp at Edwards AFB.

The young test pilot went on to become a well-known Astronaut. I went home to have lunch with my family and the B-25 pilot flew back to Orange County, California Airport.



North American B-25 Mitchell Medium Bomber  
N. C. "Bud Evans

**FROM THE FRONT COUNTER**  
**By Ginger, Crystal and Sandi**



**HAPPY 4TH OF JULY TO ALL!!**

**HAPPY BIRTHDAY TO ALL THOSE BORN IN JULY**

Thank you VAC & Family & Friends for all you did for Ginger's wedding. Ginger says it was perfect and Thank You one thousand times over. Especially Ann & Bob James, Joan, Ruby, Crystal, Sandi, Jean Melissa, Frank, Augie, Rhonda, Roger and anyone I may have not mentioned. I will never forget it.

**NEW IN PX** We have new counters that were donated from the Walk of Fame, hats, military shirts, a variety of novelty lighters, collector banks and military flags.

**Come see us at the PX. Remember everything is 10% off for members.**

**HANGAR HAPPENINGS**

**Ann James**

**AUGUST 17TH - VOLUNTEER BIRTHDAY LUNCH AT 12:00.**

Volunteers come in and share lunch and celebrate the August birthdays and meet the other folks who are working around the hangar.

If you have time bring a favorite dessert to share.

If you have been away or busy and not been around for a while come say "hello" and have lunch! You don't have to be work that day to have lunch! Remember August 17th - 1200 Noon in the Coke Room. We love to say "**THANK YOU**" to all our **hard working volunteers!**

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**VAC Family News - Ann**

On a sad note, we have been informed that Jeanette Vinson passed away in June. Jeanette and her late husband, Elmer, were long time active members of the Valiant Air Command while living here in Titusville. Jeanette had moved to Pennsylvania to be near her daughter, Sally and husband Bruce Toma, also active members while in Florida.

Jeanette fought a strong battle against her illness and will be missed by so many of our long time members. I am sure Sally would love to hear from all the friends that knew and remember her Mom. Their address is: Sally & Bruce Toma, 2 Fernwood Trail, Carroll Valley, Pa. 17320

## 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.

We have our first story submitted by Col. Lee Tannenbaum who has been a member of the VAC since 2002. Thank you Lee for sending in your story. I hope more stories will be forthcoming. I found this story enjoyable and educational. There is a great deal of things about the war that never made it into the history books. I love reading these actual experiences of people, as does my youngest daughter.

### P-47 Thunderbolts Across the Atlantic Ocean 26 July-11 August, 1943

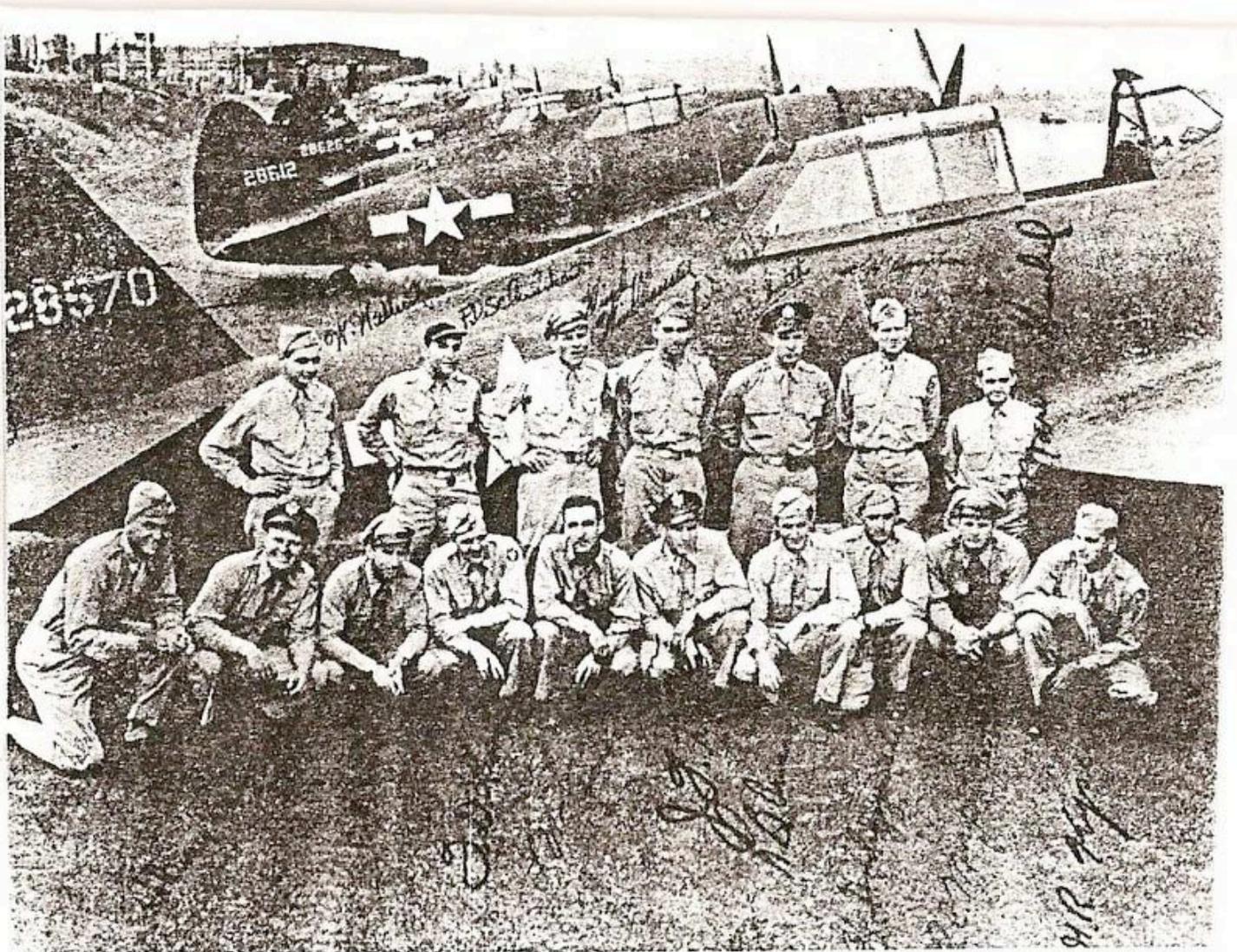
The U.S. Army Air Corps accomplished a significant historical military flight during WW II. It involved an island hopping flight of 10 P-47 fighters from the U.S. to Scotland, over the North Atlantic for subsequent combat application in the European Theater. An account of the flight has been underplayed during the ensuing years and therefore, is virtually unknown to the public. It was the first, last and only flight of U.S. military single (reciprocating) engine fighters over any ocean. Since then there have been numerous such flights by turbine-powered single engine fighters.

Departure was from Presque Isle AFB, ME on 26 July 1943. The flight was supported by three mother ships: a C-87 and two B-24s that were responsible for the navigation, droppable emergency survival gear, weather decisions and long-range communications. First stop, Goose Bay, Labrador, where weather delayed them for ten days. Then on to Bluie West One, Greenland, where one P-47 was lost due to an accident on landing. Final refueling stop was Reykjavik, Iceland. The flight departed on final leg for Prestwick, 11 Aug 1943. Shortly after take off from Reykjavik, one P-47 had to return to base with a mechanical problem, while the rest of the flight continued on to destination.

VAC member Col. Leon "Lee" Tannenbaum was flying that errant P-47. He writes, "To set the record straight, only eight P-47s landed at Prestwick, Scotland on 11 August 1943. On takeoff from Iceland my P-47 canopy emergency escape panel blew out and I was ordered to return to the field and await orders. The rest of the flight continued on to Scotland. However, the panel temporarily was replaced and without waiting for orders, (*oh oh!*) I made my own arrangements to follow a transient B-24 combat replacement heading for England the next day. Unfortunately we ran into some really heavy weather, as a result of which both visual and voice contact were lost with the lead aircraft. Since all of my en-route radio frequencies, charts, emergency procedures, etc had been blown out of the cockpit the day before when the panel blew off, I found myself alone and totally lost in the clouds. It gave a whole new meaning to the word lonely.

After another hour or so, I let down through the clouds and luckily broke out at about 300 feet over water, in and out of rain showers. I took up a southeast heading and spotted land just as my low fuel light came on. I sighted an airfield with US B-24s on it, initiated visual contact with the tower, got a green light and landed. I was on the southwest coast of England! Thanks to my two external wing tanks I had been able to stay aloft for around seven hours, but, upon refueling, found fuel tanks nearly empty.

I was then briefed on the flight to Prestwick. When I arrived there, for what I had assumed would be a warm and triumphant welcome, I was greeted by our overall mission flight commander, Capt. Ken Turner (a really great guy) who proceeded to chew me out for not waiting for orders. Also he was upset that I had followed that B-24 since it had no droppable safely gear, such as rubber rafts, first aid kits, emergency food packet, etc., all stuff that our B-24 support aircraft carried. NOTE: One of the P-47 pilots was Capt. Barry Goldwater who later was Republican nominee for U. S. president. \*See Picture on next page\*



Pioneer Flight of P- 47s across the North Atlantic, Barry Goldwater left front on one knee.  
Front row all P- 47 pilots. Back row, back-up pilots and personnel for lead plane and rescue.

### **CURRENT VAC NEEDS**

We need light weight, 6 or 8 foot tables. 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

**FUTURE VAC EVENTS – MARK YOUR CALENDARS**

This is just a reminder to mark Sat. Oct.28, 2006 on your calendar.  
That is the date of the VAC's Plane--Train--Automobile show.

There will be toy train dealers and displays, antique autos for you to view and naturally the VAC's fine collection of vintage aircraft.

A great opportunity to buy a train for under the Christmas tree, get a free appraisal on your old train that has been sitting in the garage for years or maybe a new vintage auto to play with, if your wife allows.

Special pricing for all three areas of the show is as follows:

\$9.00 for Adults

\$8.00 for Seniors and Military

\$5.00 for Children

Family pricing will be available

Naturally VAC members in good standing will be admitted free of charge.

Any questions please call 321-268-1941 and ask for Norm.

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