



UN-SCRAMBLE



Official Bulletin of the Valiant Air Command
April, May & June 2009

HIGHLIGHTS of 2009 TICO WARBIRD AIRSHOW



Members & Pilots pause for a photo at the 2009 TICO Warbird AirShow



Tico Belle taxis over to begin
The AirShow



B-25J 's "Killer Bee" and "Panchito"
on flightline between flights



Heritage Flight 2009
Dale Snodgrass & George Clifford



WAF participate in parade.



World War II Re-enactors



P-51 Mustang Quick Silver



Media Day Flight



Knight's Armament had this
Sherman tank and others on display
at this year's AirShow!



Pyrotechnics at this year's AirShow were spectacular thanks to Rod Gier!

2009 TICO Warbird Airshow Highlights



Lloyd presents Ralph Royce with double glass framed presentation in recognition of his family's contributions to AirShows and aviation for the past 80 years.



AAF President, Paul Vasconi poses with Jeremy Hack who likes C123 "Big Lou" so much, he took up a collection at his church to assist in the restoration! He was made an honorary crewmember for his wonderful gift!



TWA Silver Wings in doorway of Tico Belle



Dennis Callahan & his VAC Membership Recruiting helpers!



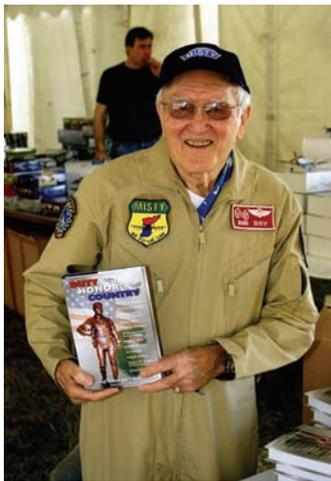
Antique Cars a hit!



Ken Terry's Family Interview
Left to Right -Dan Billow, Ch.2, Hayden Buckner, grandson, Ken Terry, Sydney Buckner, granddaughter & Andrea Terry, daughter



Auction Dinner



Medal of Honor recipient Col. Bud Day at PX Tent with his book .



Ted McMullen "Elvis" wows the crowd during the Hangar Party



Blues Brothers entertain during the Media Day Flight Suit & Hangar Party



John Black in his Super Decathlon



Kevin Quinlan, Auctioneer

VALIANT AIR COMMAND
Dedicated to restoring military aircraft
6600 Tico Road
Titusville, FL 32780-8009

Phone: 321-268-1941
FAX: 321-268-5969

Website: www.vacwarbirds.org

Email: vacwarbirds@bellsouth.net

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 Educational Museum
Recognized by the Internal Revenue Service

EXECUTIVE and SUPPORT STAFF

COMMANDER vacwarbirds@bellsouth.net	Lloyd Morris 386-427-1296
EXECUTIVE OFFICER nabuevans@cfl.rr.com	Bud Evans 321-984-3343
OPERATIONS OFFICER kenterry@cfl.rr.com	Ken Terry 386-322-5378
MAINTENANCE OFFICER James jamesroberte@bellsouth.net	Bob 321-453-6995
FINANCE OFFICER vacfinance@bellsouth.net	Lora McCabe 321-268-1941
PERSONNEL OFFICER bob@sea-plane.com	Bob Boswell 321-757-6756
FACILITIES OFFICER vacwarbirds@bellsouth.net	Norm Lindsay 321-267-3622
PROCUREMENT OFFICER roberthjrfrazier@bellsouth.net	Bob Frazier 561-848-4549
PUBLIC RELATIONS OFFICER vacinfo1@bellsouth.net	Terry Yon 321-268-1941
EVENTS COORDINATOR vacwarbirds@bellsouth.net	Phyllis Lackey 321-268-1942



"Bravery is being the only one who knows you're afraid: – David Hackworth

MUSEUM & GIFT SHOP

Open 7 days a week 9AM-5PM
Closed Thanksgiving, Christmas & New Year's Day

ADMISSION

Adults \$12.00 Senior/Military \$10.00
Children 5-12 Years \$ 5.00
Special Tour & Family Rates Available

COMMANDER

Greetings to Everyone!

First of all, I want to thank everyone at the VAC - staff, members, and volunteers alike, for your efforts allowing the Warbird Museum to make it through the Year 2008. The economy has hit everyone hard and the VAC is no exception; but thanks to you, we're off to a good start in 2009.

Secondly, the 32nd Annual Tico Warbird AirShow can be considered a success by all measures. We didn't bring in the revenue we anticipated, but considering factors like a fluctuating Shuttle Launch schedule, a reduction in ticket pricing, the economy, etc., we did all right. Good weather and an accident-free event always combine to make the AirShow be deemed as "A Success" no matter how you look at it. It's hard to tell each and every one of you how grateful I am for all of the hard work you have put into this year's AirShow, but let me say, "Thank You!" Col. Terry Yon, USA Ret., our Public Relations Officer, spent countless hours making preparations with our media outlets to ensure wide publicity and on a limited budget from me, so "Good job, Terry!" Thank you to Bob Boswell for being Co-chairman of the AirShow preparing the task lists for the meetings, arranging the military performers, their hotel rooms and rental cars, and other tasks as needed. Our VAC Photographer Phyllis Lilienthal took on the "Scramble" Program for the first time and did an impeccable job in putting it all together....photos, layout, design, writing, editing, and meeting with the advertisers. Member Joe Cross really outdid himself this year and did an above-board job in his many assigned tasks and parking duties. Getting the aircraft over to the taxiways and ramps is no easy job, but I want to personally thank Norm Lindsay and his dedicated crew for working so diligently both before and after the AirShow. Bob and Ann James, as every year, truly know how to coordinate the many aspects of bringing volunteers, crews, maintenance, food and drink, and members together and make it run smoothly. Ken Terry "Thanks for your operations experience and putting together a great group of skilled pilots and performers with the addition of Pyro this year. Speaking of pilots, I want to thank Vicki Domagala, who assisted Bob Boswell with the pilot registrations and hotel rooms this year. The Auction ran smoothly this year and I congratulate Bob Frazier, Don Hussey, Kevin Quinlan and volunteers for their tireless efforts. And to all of our Board of Directors, you truly stood out at the Pilot's Dinner,

Media Day, Membership Dinner/Auction, and I thank you for attending. A special thanks to Finance Officer Lora McCabe for handling the money finances for this year's AirShow...not a job that many would want to take on, trust me! (Marilyn Bettencourt, thanks for coming down and lending your expertise prior to the AirShow).

Office Assistants Lorraine Juhl and Phyllis Lackey, and Gift Shop employees Sandy Brister and Ginger Utz, kept things going while all of the pre-madness set in.....thanks for putting up with my many mood swings as things fired up! Roger Desplaines kept the VAC running tight even with the hectic schedules of everyone else around here. Michael Powell at Space Coast Regional Airport....as always, "You and your entire staff run a first class act!" To the many community businesses, vendors, volunteers, service personnel, youth associations, military and civil groups, countless members and invited "special attendees" ... **"You can all be proud of the outstanding job you did this year!"**

And lastly, things are still on target for the New Construction Site and Memorial Fund, so by the time you get your next "Un-Scramble," we should be able to mark the progress being made in our expansion efforts.

We extend our heartfelt thanks and appreciation to the following individuals and business owners who have donated funds for the 2009 Tico Warbird AirShow as of **31 March 2009**:

INDIVIDUALS

*Mr. & Mrs. John F. Adkisson
Mr. Roland V. Anderson
Mr. & Mrs. Robert J. Aspinwall
Mr. & Mrs. Donald E. Axinn
Mr. Lester A. Badger
Mr. & Mrs. George Baker
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Mr. James E. "Jim" Bean
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Mr. & Mrs. Dale Beltzner
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Mr. & Mrs. Emerson Buhlin
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Mr. Robert S. "Bob" Cooper
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Mr. & Mrs. Richard Davis
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Mr. Lincoln Dexter
Mr. William N. Dillard
Mr. & Mrs. John "Jack" W. Dorrell*

*Mr. & Mrs. James "Bill" Dorris
Mr. William C. "Bill" Doty
Mr. Serge M. English
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Mr. Richard A. "Dick" Hart
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Mr. John F. "Jack" Hofbauer
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Mr. Daniel L. Nettuno
Mr. Stanton V. "Rainman" Parsons
Mr. Dennis J. Pearson &
Mrs. Neva "Lynne: Brackett-Pearson
Col. Howard L. Peckham
Mr. Richard J. Peiffer
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Mr. Ralph Royce & Ms. Nancy C. Shumaker
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Mr. Walter F. Wagner, Lt. Col. USAF, Ret.
Mr. & Mrs. Richard E. Walker
Mr. & Mrs. Robert D. Wall
Ms. B.W. "Barbara" Wilder
Mr. Fred Wilms & Ms. Sally Cornuet
Mr. Paul L. Woodard
The Late Mr. Walter E. Yocum
Col. Terry Yon, USA (Ret.)

BUSINESSES

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(Andrews Land Services, Inc.)
Mr. Don Born
(Born Aviation Products, Inc.)
Ms. Misty Broderick
(Deakins-Carroll Insurance Agency)
Mr. Charles W. "CW" Clements, Jr.
(Super Three, Inc.)
Mr. & Mrs. William P. Conway
(Conway Enterprises, Inc.)
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Ms. Mary Harvey
(Regions Bank Corporate Office)
Mr. Charlie Long & Mr. Mike Long
(CSI Sign Company)
Mr. & Mrs. Michael McDonough
(ICBM)
Mr. & Mrs. Leonard Ohlsson
(Spruce Creek Fly-In Realty)
Mr. Andy Pederson, Pres.
(Melbourne Area Pilots Association)
NCCI Holdings, Inc.
(Matching contribution from Gail Nichols' donation)
Mr. Rick Payne
(Motion Control Services Inc.)
Mr. & Mrs. Michael G. Rellihan
(R&A Services)
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(Paul's Smokehouse, Inc.)
Mr. & Mrs. Orlando Santiago, Jr.
(FAMCO Aviation Services, Inc.)
Slawson, Cunningham, Whalen & Gaspari, P.L.
Mr. Jay Wisler
(Warbird Parts and Memorabilia)

We sincerely appreciate your contributions to this worthwhile cause and can't thank you enough!

Our final tally for 2009 AirShow was a grand total of \$41,640.00. EVERY DOLLAR COUNTS!!! We thank you for your generosity.

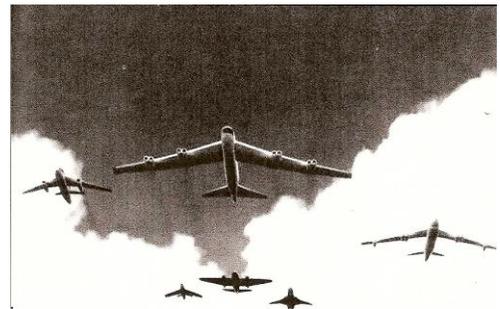
From me to you, Be Safe, Happy, Healthy, and Keep Em Flyin'!

Lloyd Morris

EXECUTIVE OFFICER

There is very little to add to what all of the Board Members have written as to the unbelievable efforts that our Volunteers perform to make the Annual AirShow the success it was. Most of our members don't have the opportunity to see what fantastic effort the putting together a large successful airshow requires. Not only before, during but also after the show is over. It's hard to realize the mental motivation it requires for people who are worn out from the strenuous effort of preparing and running the show to then come back and move everything off the airfield and back to the museum. It happens every March and the members who put the displays back in place until next March keep quietly donating their time and energy. There are too many to list the names but we all are in debt to each and every one of you!

AVIATING WITH EVANS – A GOOD ABORT



Joint Test Force Fly-by at Eniwetok

B-66 F-84F B-52 B-57 F101A B-47

During the more than five months that I spent flying into Hydrogen Bomb explosions on "Operation Redwing" from the small Pacific Atoll of Eniwetok flying, I encountered numerous heart stopping experiences. You are often caught by surprise when exploring the unknown by the resulting reactions from whatever you encounter. During the time I was flying seventy-seven (77) flights in my F-84F test aircraft, I flew into the thermal heat and was hit seven (7) times by the powerful resulting shock wave produced by the un-describable power of the "H" bombs exploding power! I have the very questionable "honor" of having been closer to a hydrogen bomb explosion than any other living person and I have carried the painful results every day since. This is not the story of seven completed bomb tests but is about one of those missions that I had to abort just prior to the Bomb's explosion.

The flight was another example of one more time my fate was controlled by an outside force. I was scheduled to be placed five (5) miles to the North of the "first air drop of a Hydrogen Bomb". The B-52 was to drop the bomb flying on a course which passed across my flight path from left to right and

release the bomb so that it exploded 5,000 feet above the Bikini Atoll. My flight path was programmed to be at a point in space within 1/10th of a second of the instant of the detonation. That must sound as impossible to any fighter pilot reading this account as it did to me when I was first told of the requirement, however that was the requirement placed on me for all of the test detonations into which I flew. Ironically that is what first brought me to Melbourne and Patrick AFB in 1955. Radiation Corporation of Melbourne had designed a "Space Positioning System" that was designed to provide the pilot with that kind of accuracy. As the pilot who was to use the system in the "H" Bomb tests I was assigned by Fighter Test at Wright-Patterson AFB to fly test flights for Radiation Corp. on the system designated "Radist". I could not really believe what any sensible fighter pilot knew that it was not possible to fly that degree of accuracy after flying for 235 miles in the dark and under a light proof hood prior to reaching that pre-programmed spot in the sky over the bomb site. (Ground Zero). I was very happy that I had been conscientious in testing the system as I was to fly it in very close proximity to that 1/10th of a second accuracy seven (7) times during the Redwing Nuclear tests and it allowed me to get the desired data and survive.

This story is about one of the "Shots" that I did not get any data. It was another example of how many times my fate has been controlled by an event that was outside of my control. The bomb was to explode at 5,000 feet above the Bikini Atoll. For more than two weeks I had been flying my F-84F with a high gloss white reflective paint covering the right side of the aircraft including the right side of the canopy and half of the windscreen. During the numerous practice and failed drop attempts I entertained the ground crews by executing 270 degree rolls on my "break" on entering the landing pattern. Some visiting V.I.P. saw me and complained that I was conducting unsafe flying practices and I was asked to not do it any more--- (while V. I. P. were on Eniwetok).

On this "live drop" mission my day began at 0400 with breakfast of "steak and eggs", a special meal for the pilots and flight crews participating in the tests. Next was the last minute pre-take-off briefing and finally the take-off into the black night sky. It was always about as lonely a time as I have ever spent. About ten (10) minutes after take-off I closed my protective hood and remained flying on instruments for the remaining 45 minutes until the impact of the bombs shock-wave hit the aircraft. On this mission I going to be experiencing heat from the right side of the aircraft and the shock wave would arrive at a slight angle. All of the other aircraft participating in this shot were the F-101A, B-57, B-47, B-66, and B-52. They were all positioned to the South of bomb detonation point. The mission was going smoothly. After several drops had been aborted at the last minute because of problems with the drop aircraft or clouds in the drop area I remained skeptical about the mission being successfully completed. Both issues seemed to have not been issues on this day and I was feeling good about getting this shot over with. At about five (5) minutes to "Time Zero" my time and course needles were centered and I was feeling good about the progress of mission. Suddenly my "Radist" needles fluctuated a couple of times and then locked in the

"Off" positions. I kept holding my heading, airspeed and altitude and it was at least 30 seconds before the controller announced: "All Radist aircraft abort"! (That also meant the F-101 and the B-57).

I was really unhappy but still held some hope that something would cause the B-52 to abort as it had several times before in the previous weeks. I performed my "Abort" procedure which required me to make a hard right climbing turn and take a heading west back towards Eniwetok. I listened to the proceedings as the countdown by the B-52 Bombardier was being made on the radio. He called "1 minute 30 seconds to detonation and 10 seconds later called "45 seconds to detonation". He continued counting down to time "Zero" from there which seemed to me to be at least 45 seconds early! Even though I was some distance from the explosion the brilliance of the flash was still blinding (even though I was still under the hood). The shock wave was also much greater than I expected but not great enough to give any meaningful data.

What happened next was not only embarrassing to listen to but was pathetic. The Bombardier thinking he was on "intercom" announced to the world in a stumbling excuse to the Pilot that he thought he dropped five (5) miles short of the target. The whole world including the Navy ship with all the V. I. P.'s from all of the Free World could hear the report of the screw-up. He said his bombsight must have jumped to a closer return and he didn't realize it until after the drop. Before I had landed I became madder and disgusted that the man who was supposed to be the best in his profession could screw up a tremendously expensive test the way the Bombardier had. It was very disappointing to me to have flown all the preparation missions for this bomb drop and to have to abort because the Radist system failure. It was a very important mission for the F-84F or any other similar Fighter aircraft's ability to survive the heat and shock wave from an aerial burst of a Hydrogen Bomb? That was the only nuclear bomb drop test that was scheduled to be conducted during the "Redwing Tests" in 1956.

The impact of my luck really hit me several hours after I landed and had given my report on my no-data flight. I was back in my room sharing my disappointment with the other Radist pilots when I was called to Test Operations Directors office. He had several test engineers and Radist technicians there and they had a diagram of the actual bomb explosion location. It showed where my aircraft would have been had there not been a failure of the Radist positioning system. It was a real eye opener when I saw that the bomb had exploded directly in front of my scheduled flight path.

Because of the early drop I would have been just short of the detonation spot and would have flown directly into the FIREBALL!! I would have had no way of knowing anything was wrong until I became a tragic statistic. (Toasted). What was more incredible was the cause of the Radist System failure. One of the construction workers on an island many miles from Bikini was in a hurry to get to the block house before the blast and ran his tractor into one of the Radist Systems transmitting towers knocking out the whole system. Although all Radist equipped aircraft had to abort I was the only one who was in danger from the bomb drops position. All of the other test aircraft were positioned so that they ended up five (5) miles further from where they were scheduled to where the bomb was supposed to be dropped and therefore they all ended up getting no useful data. What really disgusted the rest of us who were flying in all of the "H" Bomb tests was to see the B-52 land and in the pre-arranged quick ceremony, receive Distinguished Flying Cross's. It was another misuse of the intent of the medal which was to honor true contribution to military aviation. It was also another one of the many times I have been allowed to continue my path in aviation that I owed to someone I never knew and I'm sure he never planned on knocking down that transmitting tower.

My next live mission was considered to be a very low risk air burst atomic bomb exploded over the northern atoll of Eniwetok. This was the only mission during the seven bomb blasts I actually flew on that was at Eniwetok and was controlled by radar controllers rather than the use of the "Radist" system. It was a little different, but I was fairly relaxed as the bomb, although it was much more powerful than the ones dropped on Japan it was under one megaton and was not far from our landing strip.

The count down went perfectly and I found that the radar controller's commands were easy to follow. When time "Zero" arrived and the bomb blast scenario was almost the same as with the much more powerful "H" Bombs. I pulled the black goggles down over my eyes and covered the lenses with my gloved left hand. The brilliant shard of light penetrated all of the protective devices and pained my eyes for the few seconds and as it began to fade I experienced an entirely new phenomenon! I began to feel as though a million long very hot needles were shooting straight down through my entire body. When I pushed the black goggles up from my eyes, instead of the fading ultra-violet light fading away the way it had in my previous bomb blasts, I was greeted with orange glowing fire around my feet and horrible feeling of being on fire myself. We did not have fire resistant flight suits at that time and I was wearing a light weight nylon flight suit. I was aware that flaming pieces of parts of the interior of the cockpit were falling around me and my feet were bathed in flames. Although this lasted only a few seconds it seemed like an eternity. All the time my mind is trying to convince me that I had not flown into the fireball but must be very close to it. My subconscious was telling me that the radar controller placed me too close to the exploding bomb! It was not too unrealistic for me to have these thoughts racing through my mind considering how close to I came to flying into the Fireball just a few days before!

At times like this you concentrate on immediate serious position you are in and I wasn't braced for the shock-wave impact. When it hit me I was affected more by the showering display of flaming debris it created in the cockpit than the force of the impact. I wasn't sure what was happening except that it was different and not good. So many things seemed to be happening. I could see orange flames around my feet causing me to pull my feet back into the foot rests and when I tried to unzip and unsnap the protective hood the heat from the metal zipper and snaps burned me even through my gloves. When I finally pulled the hood back, a shower of burning fabric covered me. I could see outside as the smoke was swallowed up by the air conditioning system and I became aware that I was not in the fireball. When I banked hard right towards the main island and the runway I could see the fireball and trailing tail from the point of the airburst. I was completely occupied by this time with my survival and the number one priority was heading for the home runway and assessing my situation. The fire around my feet had gone out but there was a strong smell of burnt material and metal even through my oxygen mask. I realized that the plane was responding to my control inputs and the engine instruments were reading in the "normal" range. I could see the outline of the base Atoll and notified Test Control that I wished no delay in getting on the ground! I was cleared priority landing and was pleased when my landing gear and flaps operated normally for another "Ho Hum" landing.

After inspecting the damage, the upper metal on the stabilator and top of the flaps were found to be wrinkled by heat and the entire fiberglass covering over the antennas on the upper fuselage were completely burned away. Inside the cockpit my protective hood suffered two of the three layers of asbestos and aluminum cloth being completely burned away. The glare shield above the instrument panel and all of the black tape windings on the instrument panel were completely burned away. The hydraulic fluid which had seeped around the rudder pedals had apparently burned, creating the glow around my feet. The "over the shoulder" 16mm camera which was mounted just behind my right shoulder inside the protective hood was melted and the filter crystallized. (I still have that filter). Those were some of the effects of the explosion as best I can remember. I carried the very strange feeling of the burning needles passing through my body for weeks following the mission. There was a great amount of data gathered from that mission which I was never allowed to see because of the overall classification of the program. I will never know how much that mission had on the malignant melanoma cancer I suffered seven months later? It was just one of seven bomb blasts (All the rest were "H" bomb explosions), that I flew into and although my last test broke my main spar on my right wing in two places, I believe my body suffered more obvious ill effects from this "A" bomb test.



Tech Reps wishing me good luck along with Capt. Kitchens

Republic

N. C. "Bud" Evans ©

OPERATIONS OFFICER

We have well over several hundred volunteers that are essential to the ability to host the TICO Warbird Airshow. Almost each and every one performs their duties and responsibilities without complaints or problems. They do so willingly, cheerfully, and present themselves to the public as Goodwill Ambassadors for the Valiant Air Command.

The reason I did not state a number in the first sentence is real simple, I personally, nor do I think anyone else, actually knows exactly how many people is required to make TICO successful!

To all those individuals, please accept a great big THANK YOU, from me personally to each of you on behalf of the entire Valiant Air Command Membership. It is because of the cooperative effort, all of us working together that cause the Valiant Air Command to continue to grow at a very rapid pace.

John Black in his Super Decathlon has been a faithful participant for several years now. He has donated professional airshow routine for the benefit of the VAC. Thank you, John!

I am asking that if you see anything that you think will help improve our Organization or AirShow, please take a moment, write it down and send it to me.

We had some major problems with our new field layout this year that must be addressed for next year, so anything that you can add to our storehouse of ideas would be greatly appreciated.

The form of your communication is not important, what is important is that the Board of Directors is made aware of your thoughts. Send them to me and I'll see they are addressed!

Our Nation's economy is not the greatest at this time, hopefully that will change. But in the meantime we have to continue our movement forward.

Not only our AirShow, but all public events are being monitored as never before by our newly formed Homeland Security.

Many long running AirShows have been unable to comply with the many and onerous demands that are being placed on the AirShow Industry and have been canceled in their entirety without hope of being re-instated in the near future.

The average person no longer has the extra money to attend much of anything.

We exist and plan to continue growing, due to an active and dedicated membership. YOU!

Valiant Air Command Members have long proven their patriotic dedication to the remembrance of those who have fought for our Country's Freedoms.

Your Board of Directors continues this endeavor, along with your Local Politicians.

During the next year we need more help on a daily basis than ever before, please consider volunteering a few hours a week.

On a different note. Your Retro Flight Team, see the History below, had the chance to fly in the Florida International Air Show the weekend after TICO. This is the first time the VAC, CAF, and FIAS have worked together for some time. It is, I hope, the beginning of new era of co-operation.

Individuals in all of these fine groups are much the same people, just wearing a different hat for the different events.

It is good!

Blue side up.

Respectfully submitted,
Ken Terry
Operations Officer

**FLASH - FLASH - FLASH - FLASH - FLASH - FLASH -
FLASH - FLASH - FLASH
FOR IMMEDIATE RELEASE
April 2, 2009**

A small group of us just finished two days of training with Dan Gryder in preparation for flying the TICO BELLE! It was intense, as the teenagers of yesterday used to say. And - awesome as those of a different era would express it! However you say it, the VAC and those of us interested in seeing the "old girl" alive again benefited greatly from Dan's knowledge and experience he shared with us so freely!

At this point I have to stop talking about Dan for a moment and say a few things about another group of guys.

The debt owed to the C-47 volunteers by not only the Valiant Air Command and our Members but to future generations that will be able to see the TICO BELLE doing what She does best – flying – cannot be measured! She is the FLAGSHIP of the Valiant Air Command! It was the most recognizable icon of Warbird Aircraft in this area. In fact, I would venture to say that at one time, in our Country. Those of you who are still around from the “Glory Days” of the VAC know better than anyone else! Because this dedicated group of volunteers has given us back our National Treasure, we can now go to work and bring back those days. To each and everyone of you THANK YOU!!!!

Now it is up to us – NOW – TODAY – to go forward and thank the C-47 crew for their Herculean effort and accomplishment in the best way possible – ensuring the success and future of both the TICO BELLE and the VAC!

Ann James, thank you for being so dedicated. You not only put in many hours but you support your husbands dedicated hours that he spends here.

THANK YOU BOB AND ANN JAMES and your crew!!!

Now I would like to get back to Dan.

Bob, Paul Schulten and I have traveled to Griffin, GA and flown with Dan in preparation for the Belle's first flight. We all did this to make sure the Belle is given the very best opportunity for success. Dan has been running a very successful DC-3/C-47 Training Facility in Griffin for many years now. Check out his web site - thedc-3network.com.

To say I was impressed with Dan, his knowledge, his skills, but most of all - his attitude would be a gross understatement! He is, in my opinion, the World Champion of Douglas Racer Fans! His interest in the TICO BELLE did not start with our arrival at his doorstep! He has been following our progress (and every other DC-3/C-47) with a great deal of interest. I was amazed how much he knew about us and our A/C! The extent he is willing to go to help us is unbelievable! He just spent two days with us sharing his knowledge and experience – freely – that same thing would cost a bundle if you had to pay the going rate for DC-3/C-47 Instructor Time. Thank You Dan!

One of the guys who showed up for this little event, Bill Lumley, has been a long time VAC supporter and proved his interest level, once again, by handing Bob his Visa Card and saying “Buy it!” Dan was talking about the value of pre-oilers for our engines. Just that simple and just that quick. Thank You Bill!

Now to all you guys and gals out there that are feeling left out because you did not get a chance to hear Dan and participate.

To quote a famous phrase: “He’ll be back”! And when he does return, I hope we can fill up the room with TICO BELLE fans!

We are going to need a lot of help to keep the old Girl moving. So if you have a few spare hours or pennies give us a call, a note, email, snail mail, pony express, or even a smoke signal.

Blue Side Up
Ken Terry

MAINTENANCE OFFICER

I would like to thank all the volunteers that have been working on the “TICO BELLE” for the last seven plus years. Your dedication, skill and persistence for this project are greatly appreciated by me and the entire board of directors of the Valiant Air Command.

C-47 - While we didn't reach our goal to get the “BELLE” airborne for the 2009 TICO AirShow at least it did demonstrate that it was capable of taxiing and is a complete aircraft. It did take a request to the engine overhaul company to supply a tech rep to diagnose the left engine problem (lack of proper power indication during mag check /RPM).

The current effort is closing out all the discrepancies, getting back into our “Continuous Maintenance” plan with a hundred hour check. Other items include performing a static system leak check, transponder & encoder 24 month check, complete work on the passenger double seats (three total) including new seat foam and covers and perform a new weight and balance.

A substantial effort will also be required to bring the log books up to date and prepare the FAA form 337's (structural/major repair forms).

TBM - Work on the TBM has been slowed by the TICO Airshow and the shuttle launch schedule (Shuttle engineers are working the electrical rewiring project). We have several new volunteers as a result of the airshow and it is hoped that they will be able to contribute to other areas on the TBM (hydraulics, tubing runs, etc.).

Robert E. James

GRUMMAN GREMLINS

This years AirShow is now over. It has been a long and tiring time to the people involved in all preparations.

The promised completion of the Blue Angel TA-4J by the Grumman Restoration Team was really a show stopper. It was greatly appreciated by all who visited. The weather really cooperated. We have been blessed with no aircraft incidents or mishaps this year which is always great to be able to say about a show as big as this is.

Now it's time to return all the aircraft to their respective places in the Museum.

It's time, once again, to put our minds and talents back to the task of restoration. Our next couple of projects are the Grumman F11F-1 Tiger and the McDonnell Douglas F4 Phantom.

Yours truly,
George "Dutch" Graefe
Project Restoration Officer

PERSONNEL OFFICER

Fair weather, good airplanes and great pilots came together in mid March to provide an exciting 2009 TICO Warbird AirShow. Media Day on Thursday kick started the event with an early bird view of the AirShow aircraft and aircrews. Media representatives and VIPs enjoyed flights in AirShow aircraft and were quick to inform the public about the upcoming event. Kevin Quinlan capped the day with an outstanding BBQ in the VAC main hangar. Music was provided by Greg Zahornacky and entertainment included Ted McMullen with a Tribute to Elvis, The Blues Brothers and special guest, Alvin Morse, Coasters singer.

The three day AirShow was a real crowd pleaser. Saturday was almost a sell out for the second year in a row. The weather held and we were able to work out a schedule with the Shuttle Launch Team that allowed the VAC to provide a full AirShow each day. The F-16 Viper East Military Demo Team provided a snap shot of the "Best of the Best" and the gleaming F-104 Starfighter streaked across the crowd line with a roar. All eyes were on the F-86 and P-51 during their performances. From the B-25s down to the Liaison aircraft, the 40+ Flying Warbirds captured everyone's attention. Air Boss Ralph Royce and Announcer Jerry Trachtman kept the show moving and entertaining.

Several changes were made this year that improved the flow of traffic to and from the AirShow. Joe Cross and his team made a major change to the entry and parking lot layout that allowed most attendees to drive to parking without the delays we had in the past. Location and collection of tickets was changed and this also allowed for quick entry. Good job Phil and Marilyn Bettencourt, Lora McCabe and all those involved in the ticket process.

Aircrew check-in was quick and smooth thanks to the Pilots outstanding support of the Advanced Registration Program. A special thanks to Vicki Domagala who took charge of pilots registration and made it work, and to Lorraine Juhl, who, along with Vicki assisted everyone in car and hotel arrangements. As always, Ann James and her team provided outstanding food and support in both the Pilots Tent and the VIP Chalets.

Thanks to Phyllis Lackey we had one of the best mixes of Vendors. Lots to eat and a good variety of souvenirs to purchase. Speaking of souvenirs, good job Ginger Utz with the VAC airfield BX.

Thanks to the many volunteers who did the pre-air show planning months in advance and then executed their plan,

the set-up and daily operations were the best ever. There are many volunteers who do so much to make this AirShow and all the museum activities a success. Most of the support is provided in the background, out of sight during the preparation for these events. There is not enough room in this publication to thank all those who are deserving. However, everyone knows who you are and what great contributions you have made. Hats off to all the Key Workers and their team members, thank you for making it happen!

We could not have done the AirShow without the support of our Contributors and Sponsors. Thank you for your generosity and loyal support.

We will formally recognize all the Contributors, Sponsors and Volunteers, who made this AirShow possible, at a later date.

Bob Boswell
Personnel Officer
AirShow Co-Chairman

WELCOME COLONELS

NEW MEMBERS

Adamczyk, Gerald T.
Barendse, Louisa "Weezie"
Bok, Don
Boyer, Shane
Brown, Keith D.
Brown, William J. / Brown, Jerry Ann
Byers, Ray / Byers, Gay
Carlson, Carl R.
Conway, Ann
Domagala, Victoria / Domagala, Phil
Doumis, Evan S.
Easterling, Malcolm S. "Nick"
Eichert, David C.
Eubanks, Steve
Ezell, Ivan J.
Godlewski, Philip J.
Gudaitis, Tom / Atwood, Wendy
Gruber, Robert "Bob"
Hansen, Deanne
Henderscheid, Jeanne
Horner, Paul L. / Horner, Janice G.
Israel, Jerry
Keeler, A. Lee
Lafond, Robin
Leavitt, Robert
Lippman, Allan W. / Lippman, Joan V.
Lockett, Paul Edward / Lockett, Judith
Madison, Charles P. / Madison, Barbara A.
Marshall, John
Mathews, Robert A.
McClanahan, Timothy B. / McClanahan, Lisa
Miller, William M. / Miller, Jody A.
Milner, Harry M. / Milner, Eleta D.
O'Sullivan, Jr., Paul F. / O'Sullivan, Patricia
Pimentel, Marcelo

Rackl, Joseph M.
 Rathgeber, Claude E.
 Raudenbush, Ernest W.
 Rutkowski, Mary Ellen
 Scala, Peter M.
 Scheuerman, William L. / Scheuerman, Sanna
 Shepherd, Joe / Shepherd, Kimberly
 Steinbacher, Larry / Steinbacher, Tara
 Stenberg, Jim
 Taurasi, Domenic L. / Taurasi, Marie G.
 Travis, Eric / Travis, Donald O.
 Wells, Robert / Wells, Brenda
 Whitney, David C.
 Whittenberger, Steven J.
 Williams, Donald J.
 Wollam, Mark E.

NEW LIFETIME MEMBERS

Diaz, Peter / Diaz, Georgette
 Hamilton, Robert W.
 Telling, Frederick W. / Telling, Barbara Clark
 Wilder, Barbara

RENEWAL MEMBERS

Acosta, Allesandro L. / Acosta, Alina
 Adkisson, John F.
 Allen, Bob / Allen, Maria P.
 Axelrod, Richard A.
 Bailey, Donald J. "Beetle" / Bailey, Nancy D.
 Ballard, David O. / Ballard, Julia
 Barnett, Vaughn L. / Barnett, Jo Lynn
 Bartholomew, Doyle R. "Jim"
 Bayerdorffer, Herman C. / Bayerdorffer, Cynthia
 Beil, James E. / Beil, Patricia A.
 Beilfuss, Lawrence C.
 Benn, Stephen R.
 Beres, Thomas P.
 Bernhardt, Mark A. / Bernhardt, Connie
 Bettencourt, Philip / Bettencourt, Marilyn D.
 Birch, Bill R.
 Bishop, Donald J. / Fowler, Sherry B.
 Bixby, Robert "Bob" / Bixby, Louise
 Black, John E. / Black, Julie
 Blau, Paul S. / Blau, Mary
 Bobst, Bruce P. / Bobst, Sharon R.
 Borchin, Jerry
 Bosworth, Kent
 Bragg, Medford N.
 Brassell, Jacquelyn
 Bray, Wayne / Bray, Bridgett
 Brooks, Michael D.
 Buckley, James R.
 Byron, Bradley L.
 Camman, Thomas M.
 Chamberlain, Scott W.
 Childs, Richard T.
 Chroninger, John / Chroninger, Denise
 Clark, Gary
 Clark, Jr. Garrett / Clark, Kelly
 Claydon, Edward T. / Claydon, Muriel

Cleary, Jr. ,John R. / Cleary, Dorothy A.
 Collier, David B.
 Copeland, Edwin / Copeland, Mary J.
 Coussoule, John P. / Coussoule, Gail B.
 Coussoule, Lisa
 Cox, James M. / Cox, Stephen J.
 Crews, Albert H.
 Cross, Eliot G.
 Cummock, David R.
 Cushman, Robert A. / Cushman, Betsy A.
 D'Amario, Alfred J.
 Damoff, George T.
 Davidson, Douglas P.
 Davidson, Kelly C.
 Davis, Joseph R. "Ron" / Davis, Judith H.
 Davis, Richard A.
 Dawson, Robert B.
 Decker, James A.
 Demma, Joseph W
 Denan, Mike / Denan, Sheryl L.
 Dorrell, John W. "Jack" / Dorrell, Joan S.
 Doty, William C.
 Duffly, John W.
 Edkins, Norm / Edkins, Dee
 Ellison, Richard D. / Ellison, Nancy M.
 Elliott, P.W.
 Evernham, Tom
 Ewing, Harold H.
 Field, J. A. Michael / Field, Peggy
 Fischer, Pat / Fischer, Michelle
 Fleck, Francis C.
 Fleurent, John P.
 Floyd, Mitchel / Floyd, Kathleen R.
 Gage, II, Raymond W.
 Gandt, Robert L.
 Garasz, Kenneth J. / Garasz, Andrea N.
 Garrison, J. Reid
 Geiler, William
 George, Sean / George, Jessica G.
 George, Thomas M.
 Giordano, Mark / Giordano, Mary
 Goodchild, Gerald B. / Goodchild, Alicia M.
 Graefe, George A. "Dutch" / Graefe, Margaret A.
 Green, Lawrence S.
 Greist, David M. / Greist, Rose
 Grengs, Gene
 Halcomb, Ronald N. / Halcomb, Paula J.
 Hall, Christopher J. / Hall, Jeannine
 Hampton, Nancy B.
 Harris, Walter G. / Harris, Lynne L.
 Haydu, Bernice
 Hefter, Jacob
 Henry, Donald A.
 Hernandez, Felix
 Hester, Gary / Hester, Phyllis
 Hickman, Ray E.
 Hissong, Kenneth F.
 Hofbauer, John F. / Andrews, Unni
 Horner, Richard D.
 Hussey, Don
 Jacobs, Peter J.
 James, Jeff / James, Jessica
 Jeffers, Jerry I.

Johnson, M.D., J. William / Johnson, Margery
 Johnson, M.D., Pierre / Johnson, M.D., Katherine M.
 Kalinowski, John C. / Kalinowski, Vick
 Keeler, George C. / Keeler, A. Lee
 Keilin, Ronald
 Kelly, Michael J.
 Knepper, David P.
 Kotenski, Joseph J.
 Koza, Edward W. / Koza, Ellen
 Kramer, F. J. Erik / Kramer, Maricjke A
 Krauss, Jr., Daniel L. "Buz"
 Kuttesch, Shirley J.
 Labbe, Dennis C. / Labbe, Gail
 Lafond, Lou / Lafond, Robin
 Lawrence, James R.
 Legge, Glenn N.
 Lilienthal, Phyllis
 Lindsay, Norbert A. "Norm" / Lindsay, Gaynell M. "Gay"
 Lockler, Donald M. / Lockler, Donald A.
 Luebbers, John T. / Luebbers, Deborah P.
 Lumley, William B. "Bill"
 Madonia, Ronald V.
 Martin, Albert C.
 Mathews, Max
 Mathis, Dave
 Matthey, Stephen / Matthey, Carrie
 Matthews, Richard D.
 McCoy, John K.
 McDonald, Tim / McDonald, Jan
 McDonnell, Patrick F.
 McNamara, Harry J.
 McQueen, Al
 Mercurio, Anthony J. / Mercurio, Marian B.
 Meyer, Robert E. "Flea" / Middleton, Ruth E.
 Meyer, Tom / Meyer, Theresa
 Miller, John M.
 Mitchell, Sharon W.
 Morales, Joseph A. / Morales, Beatrice
 Murray, Hugh A. "Bud"
 Myers, Michael E. / Myers, Pam H.
 Neighbours, Terry L.
 Nelson, Kent J.
 Nettuno, Daniel L. / Nettuno, Barbara J.
 Nichols, Jay K. / Nichols, Gail A.
 Niner, Francis R. / Niner, Claudia A.
 Norris, Samuel S. / Norris, Bonnie S.
 Norville, Gary
 O'Connell, John D.
 Ohser, David G. / Ohser, Tom
 Olsen, Christopher P. / Olsen, Carlee
 Paika, Jr., Fran
 Pappas, III, John A. / Pappas, Lauren
 Patterson, Randy
 Pearson, Dennis J. / Pearson, Neva L.
 Peckham, Howard L.
 Perdue, James C. / Perdue, Rita F.
 Phillips, R. Patrick / Phillips, Barbara
 Phillips, Thomas R. / Phillips, Gloria D.
 Pietraroia, Anthony B. / Pietraroia, Caroline E.
 Powell, Walter V.
 Powers, James G. "Gary" / Powers, Carol H.
 Proksel, Allan G.
 Pylar, Art

Quinlan, Kevin L. / Quinlan, Karen L.
 Razzini, Anthony D. / Razzini, Nancy L.
 Rico, Alfred A. / Rico, Kathleen
 Ringwalt, Jr., David L.
 Roberts, Ken / Roberts, Linda A.
 Roberts, Ray / Roberts, Michelle
 Robertson, Richard
 Rodig, Jr., Edward A. "Ed"
 Russell, Richard D.
 Russell, Robert G. / Russell, Terry
 Sadar, Kelly J.
 Santiago, Sr., Orlando / Santiago, Cynthia E.
 Scamfer, Thomas A. / Scamfer, Bobbie
 Schlafly, Fred E. / Schlafly, Sheila
 Schuiling, Roelof L.
 Schwenn, Ronn / Schwenn, Marian
 Seals, William F.
 Seekins, Warren F. / Seekins, Joan F.
 Shad, Conrad O. / Shad, Marcia D.
 Shelton, J. Paul
 Sherman, Dennis M. / Sherman, Sharon A.
 Sherman, Kent C. / Sherman, Patricia
 Shields, Rick / Shields, Diane
 Shumate, David H. / Shumate, Vickie L.
 Simmons, Kevin S.
 Smith, J. Kenneth "Ken"
 Smith, Tom E.
 Snyder, Guy W.
 Sparrow, Caleb G. / Sparrow, Sharon A.
 Stamp, Donald F. / Stamp, Coralie
 Stanger, James R. / Shaw, Nancy C.
 Steinwedel, Norbert
 Stetson, Raymond C. / Stetson, Rosemary
 Strauss, Morris D.
 Tannenbaum, Lee
 Taylor, Norman E. / Taylor, Betty J.
 Terry, R. Ken / Konig, Sue
 Thomas, Raymond M. / Lewis, Sue
 Thorsted, Ron
 Tobul, James R.
 Towle, Thomas D. / Towle, Cindy
 Trescott, Alice R.
 Tulley, Jr., James H. / Tulley, Kathleen
 Tullius, Robert C.
 Tyree, Donald W. / Tyree, David W.
 Vogt, Jeary R.
 Wagner, Walter J.
 Waldron, Neal E. / Waldron, Joanne P.
 Walker, Richard E. / Walker, Cornell
 Weber, Joseph
 Weldon, James S.
 Wheeler, James E.
 Wilms, Fred R.
 Wold, Frances W.
 Zahornacky, Gregory A. / Zahornacky, Christine M.

MEMBERS & FRIENDS GONE WEST

Joanne Baxter's Mother
 Dick Foote joined the VAC in January 1988. He flew his Wildcat in various TICO Warbird AirShows for many years. Dick was 89 years old.
 Ricky Frazier, son of Bob and Diane Frazier
 Lester Badger's Brother

Jean D. Shelton, wife of J. Paul Shelton
Walter E. Yocum joined the VAC in May 2000 and was a strong supporter of the VAC. Walter was 91 years old.
Paul Lopez has gone on his High Flight.
Our sincere condolences go out to their families and friends.

GET WELL WISHES

Jack and Joan Dorrell; Marilyn Bettencourt; Lora McCabe, Lora's father and Mae Nonnamaker. Our thoughts and prayers for a speedy recovery.

HAPPY ANNIVERSARY

Happy 50th Anniversary to Carmen & John Kirk!
Happy Anniversary to Art & Louise Pylar!

A NOTE FROM ANN

First, I also want to thank the best office staff ever - Phyllis, Vicki, Lorraine, Frances, Shirley and our newest volunteer Ailene Picheco for all the many hours of advance preparation that goes into the airshow.

Media Day – Gaye Lindsay, Louise Bixby, Jean Felton and Joanne Baxter did a fantastic job of handling the set up and serving on Media Day in the Pilots' tent for our honored guests, press and flyers. They were also treated by a nice airplane ride for their efforts.

Evening at the Museum – A huge “thank you” to Jan Lester for taking on the task of decorating and overseeing of the evening dinners at the Museum for us this year. It looked beautiful! Great job Jan and helpers, Diane Frazier and Sandy Brister.

Special thanks – always to Diane Shields and Ruth Middleton – the best looking bar tenders around!

Thanks to Hiram Bishop, Rick Shields and Conrad Yelvington for supplying all the vintage vehicles for our Saturday Veteran's parade to honor the “Women of the Air Force” and WASP's.

Pilot tent – Louise Bixby took on the major job again this year of organizing and scheduling the pilot tent for us. She does an amazing job. Thanks to all of her helpers who worked so hard for so many hours to make it all come together.

A special thanks to my sister, Rene and her son Chris, who work continuously for three days to “feed and water” all those volunteers that are unable to take a break and have lunch at the pilot tent. They along with about 16 of my family do this every year and still speak to me!

The VIP Tent this year was again hosted by Mary & Ed Copeland and helpers, Augie, Shirley and Peter. They create a wonderful haven for our VIP's and Sponsors to

rest, eat, watch a terrific airshow and meet wonderful people while they are there. Thank you for another great year of service!

The Chalet's were hosted by Jean Felton and Joann Baxter again this year. They have excellence down to a science! They can spoil you in a minute. They have awards to prove it!

Beer tents did a fantastic job this year with new volunteer Tom Nordberg on one and Sam Lorino on the other. Their helpers made a great team!

Coke trailers – Thanks to all my family and friends for the help again this year. You make wonderful ambassadors for the VAC!

Thanks also to Dennis Callahan who works each year advertising VAC Membership sales during the airshow, Angelo Garutti who sells chairs in the seating area each year and Darrell Fisher and team for a great sound system, Roger Desplaines for driving miles and miles on his cart to take tired folks to and from their vehicles, and Rod Gier for returning to make a wonderful show of pyrotechnics. That wall of flame was awesome!

It takes so many hard working people to do an airshow, I'm sure I have forgotten someone special. Thank you does not seem enough. But here it is anyway. THANK YOU!

GRYPHON BAKING SCHEDULE

Please note the schedule below for the next few months. As always, if you have a schedule problem – just call me or Jean.

<u>APRIL</u>	<u>MAY</u>	<u>JUNE</u>	
07	05	02	Jean, Karen, Gun
14	12	09	Gaye, Joanne, Ann
21	19	16	Joan, Lorraine, Jenny
28	26	23	Frances, Margaret
		30	Ailene

WELCOME TO OUR NEW BAKERS – Ailene Picheco, Karen Sylvester and Gun Godbeer for volunteering to help out with home baked items for our Gryphon Group.

Thank you all again for all your efforts to make our soldiers feel a little bit of home while they are here.

Ann

FACILITIES OFFICER

Another airshow has come and gone and the facility is almost back to normal. For those members that are unable to participate in the annual airshow workload you don't know what you are missing. The amount of planning and work that goes into having a successful show is staggering.

As Facilities Director my charge is to prepare the hangar for the nightly dinners by setting up 100 tables and hundreds more chairs, taking out the trash and grabbing a cold beverage as time allows.

In order to setup the above all the aircraft have to be removed from the hangars and repositioned to the show line on the other side of the airport. But before the aircraft are repositioned all 22 planes are given their yearly wash. At the conclusion of the airshow all aircraft are returned to the hangars with the four tugs we have in service, which by the way are all tuned-up and given general maintenance to assure they don't brake down on the runways. The planes are then re stacked in the hangar with emphasis on getting the most aircraft in the least amount of space.



Hard working VAC Volunteers taking a much needed break at the VAC Cabana Room. Reservations required!

The Facilities Department consists of one part time employee, two volunteers and myself. The part time employee is always busy cleaning, repairing and doing 1000 other odd jobs. The two volunteers repair, repaint and put-up airshow signs throughout the area. That appears to leave a workforce of one to accomplish all the above. I would like to take credit for all the work that is accomplished but superman I am not. The answer is the men of the C-47 crew. Year after year these few people step up to the plate and plan and execute the moving of aircraft, setting up tables, removing trash, cleaning tables, washing aircraft, fixing tugs, etc., etc., etc. They do it all and the best part I don't even have to ask they know what needs to be done and they do it. So to all the airshow volunteers, thanks and a very special THANK YOU to the volunteers of the C-47 crew. It has been my pleasure to work with you. See you next year.

Urgent – the VAC needs a used refrigerator in good working condition.

Norm Lindsay

PROCUREMENT OFFICER

P-47 Model Display – With completion of the Plastic Dome and the Display Case by contract vendors the 1/6th scale P-47M radio control model arrived for installation. Dave Gianakos builder, owner and donator of the model to the VAC drove from Denver, Colorado to deliver, reassemble and help us install the model at his expense. We are now one of only three Museums with 1/6th scale display models. This model honors and is an identical replica of the original P-47M that Lt. Philip Kuhn flew with the 56th Fighter Group. Lt. Col. Vic Bast and Col. William Dillard, World War II pilots that flew P-47M's in the Pacific spoke at the moving unveiling



Unveiling of P-47M
Col. Bill Dillard and Lt. Col. Vic Bast, seated. Dave Gianakos and Bob Frazier standing beside the P-47M Radio Control Model



The original P-47M that Lt. Philip Kuhn flew with the 56th Fighter Group.

2009 AirShow – Judging by visitor comments we had an excellent AirShow that was strongly supported by our volunteers and members. We THANK all of them for their efforts. The pyrotechnics by Rod Gier were a crowd winner and need to be continued.

AirShow Auction/Raffle - The Auction and Raffle were both well supported with articles that held monetary, historic and memorable backgrounds. Auctioneer Kevin Quinlan did his usual strong and telling presentations.

U.S.N. Museum - The NMNA Museum in Pensacola, Florida has been nominated for an award for their historic aircraft preservation efforts. Since they have recovered and restored lost Navy aircraft they requested some commendation words from a similar museum. I provided some history on the Valiant Air Command/U.S. Navy project recovering the F4F Wildcat from Lake Michigan and VAC restoration.

Bob Frazier

PUBLIC RELATIONS OFFICER

I will keep my comments short this issue, because I'm sure others will have so much to say about the airshow; but from my perspective it was another great airshow made possible only by the tremendous amount of work by so many. As the "rookie" on the team, I am truly in awe of the passion, energy, stamina and dedication displayed by all those who have participated in so many airshows and continue to do so every year. From my point of view, first and foremost, I would like to thank our boss whose guidance, advice and "funding" made it possible to have a great publicity campaign and which was so successful that it would be hard to believe anyone in Brevard County was unaware that we had an airshow. Terrific coverage by Ch2, Ch6, Ch9 and Fox35; Radio stations such as WHOG, WHKR, WMEL and of course Chef Larry and WPIO did an excellent job with interviews and promotional spots. Florida Today did an amazing job with their coverage as well as Senior Life and the Daytona News-Journal just to name a few. And, I lost track of the number of registered "photo-journalists" from magazines, newspapers and those working on their own, but there were a whole bunch! It was just really great coverage that will pay dividends for us in the months to come. Finally, I would like to thank all the Aircraft Historians that stood by their planes in the hot sun and graciously gave of their

time and knowledge to the thousands of folks that roamed around the exhibits. We greatly appreciate the efforts of Dr. Erik Kramer who organized this year's effort and doubled the number of volunteers we had out on the line.

The other activity that we just recently completed was the Rally Against Cancer; a really great cause. We supported this effort, and our community, as their first "pit stop" on the motorcycle rally route. Again, it was volunteers that made sure we were organized and prepared for whatever came our way. Thanks to the Tour Guides, Ann's ladies, Phyllis "the photographer," Joe, Phil and everyone else who came to help out.

If you have not already done so, come in and see our new unique 1/6 scale P-47M model exhibit. Go to our website at www.vacwarbirds.org to learn more.

Next up is our Memorial Day Open House **23-25 May**; free to all veterans (active or retired) and all Brevard County residents with ID. Many activities are being planned. For more information watch your paper or call the museum.

Terry

EVENTS COORDINATOR

The first three months of 2009 have been busy with the many tasks related to the AirShow. I would like to thank everyone who attended the AirShow Meetings and extend my gratitude to Ann James and the volunteers who helped in the setup and cleanup involved in the "planning lunches."

On 11 February, the VAC was well represented at the Titusville Area Chamber of Commerce Luncheon, as a co-sponsor and we were able to get the word out about AirShow 2009 and the Warbird Museum in general. I thank Michael Powell and his staff for their combined efforts, support, and joint appearance at the Luncheon. The week prior the VAC hosted another Chamber event, Tuesday Twosday in the Memorabilia Room.

On 05 March, AARP/SCSEP employee John Pierce officially retired from his duties as one of our valued VAC Tour Guides. John joined us in November 2007 and has been an outstanding voice for the Museum. We held a small "going away" party for him in the Gift Shop Café, but we all know that he won't stay away for long. I'm sure he'll be stopping in regularly to check on the VAC's happenings.

Of course, the AirShow was the highlight of March and it takes a lot of coordination between everyone to "Get the Show in the Air" and this year was another one to be proud of! Thanks to Commander Lloyd Morris for organizing his staff, members, and volunteers and he surely knows how to handle the enormous task!

On 21 March Bob and Sandy Boswell, Frank Pound and Lorraine Juhl represented the VAC at the Taste of Titusville at Brevard Community College Gymnasium. This event was very well attended.

On 26 March, the VAC sponsored the unveiling of the donated P-47M Model in the Memorabilia Room and was also fortunate enough that same day to host the Boeing Volunteer Recognition Luncheon in the Main Hangar with about 100 in attendance. We value their service and consider their aviation-related volunteer work in the community a source of pride to be recognized in our Vintage surroundings. Events in the near future include a 10-year old boy's birthday party in April and a QB Gathering on 01 May. I thank everyone for their constant guidance and assistance in planning our many events and am looking forward to the Memorial Day Open House.

Phyllis Lackey

JANUARY, FEBRUARY & MARCH 2009 EVENTS



Brevard County Commissioner Andy Anderson, staff and family with pilots before flight 16 January 2009



Andy Anderson ready for flight with Ken Terrv



Former Astronaut and currently professor at F.I.T. Samuel T. Durrance and niece visit the VAC.



Lloyd and Mike Powell at Titusville Chamber of Commerce at Royal Oak Country Club on 11 February 2009



Rally Against Cancer Day 21 March 2009 Registration



Sandy, Bob and Lorraine at Taste of Titusville 21 March 2009 Photo by Walter's Photos



Boeing Volunteers Luncheon 26 March 2009



Ginger, Chris & Larry at PX Tent during AirShow



Rick Svetkoff with Chef Larry in front of TICO BELLE

MEDIA DAY 12 MARCH 2009



Media Day in
Pilot's Tent



Pre-flight Briefing

FROM THE FRONT COUNTER

Spring is here and winter is gone! So spring into our Gift Shop for Easter, Mother's Day and Father's Day – they are right around the corner. Remember 10% off to Members & Volunteers.

Thank you for all the helpers during the AirShow – Chris, Ailene, Bobbie Jo, Larry and Diane. Thank you all for helping Sandy and Dee.

We have a plentiful supply of leather jackets and Lloyd's special white t-shirts @ 2/\$5.00. We have reordered toys for Easter. The newest items are large military patches for coats, sweatshirts and denim shirts – just arrived. Come see us!

Will Fly for Food Mugs and a lot of hats at reasonable prices!

Baby outfits S, M, L, infants – no toddlers yet.

Barbie Stewardess Back Packs for girls. For boys, the EZ Build models. Chicks Fly and don't forget Remove Before Flight t-shirts, tank tops, etc.

DON'T FORGET:

12 April – Easter – Happy Easter to all!
10 May – Mother's Day – Happy Mother's Day!
16 May - Armed Forces Day – Honor all United States military forces and the work they do to protect our country.
23-25 May - Memorial Weekend Open House- Honor all who have died in wars to defend and protect the United States of America.
14 June – Flag Day- Be sure to fly your American Flag
21 June – Father's Day – Happy Father's Day!

Please come in and see us and bring your friends!!

Ginger Utz

LEND LEASE

Many of you may be aware that one of the numerous chapters in our Tico "Belle's" history is that she served with the Norwegian Air Force under the Lend-Lease program, but have you ever wondered what exactly that was. The Lend-Lease program was a critical factor in the eventual success of the Allies in WWII. This was particularly true in the early years when the United States was not directly involved and the entire burden of the fighting fell on other nations, notably those of the Commonwealth and, after June 1941, the Soviet Union.

Although Pearl Harbor and the Axis Declarations of War brought the U.S. into the war in December 1941, the task of recruiting, training, equipping U.S. forces and transporting them to war zones could not be completed immediately.

President Franklin Roosevelt presented the Lend-Lease bill to Congress and it was passed on March 11, 1941. Lend-Lease was the name of the program under which the United States of America supplied the United Kingdom, the Soviet Union, China, France and other Allied nations with vast amounts of war material between 1941 and 1945. It was a major factor that enabled the allies to eventually be victorious in WWII. In addition to the vast numbers of aircraft provided under the program; other military items included warships, tanks, ammunition and a million other items required to fight a modern war were soon on their way. A total of \$50.1 billion was spent during the War, which is equivalent to over \$700 billion in today's dollars.

Anglo American co-operation dates back to when the Wright Brothers were granted a license to manufacture a number of Short Wright biplanes on the Isle of Sheppey, Kent. During the final year of WWI, the famous de Havilland DH4 was produced in the U.S.A. In 1942, Packard Motors was building the Rolls Royce Merlin engines for both the U.S. and British Governments. In the meantime, Great Britain had made great strides in developing the jet engine. The famous "whittle" that is on display in the main hangar is the same model that helped the Bell P59 Airacomet get airborne. The XP80 was initially powered by a de Havilland Halford engine. The Rolls Royce "Nene" (again on display in the museum) was used in the Canadian built T-33 and the early Grumman Panther F9 F's which became the first carrier based jet fighter for the Navy.

Lend-Lease in reverse continued with various models of the Canberra designated as the B-57, EB-57B that were used by the Air Force. The famous jump jet "Harrier" built by McDonnell Douglas as the AV-8B is in service with the Marines and a number of our allies.

The stories of the Lend-Lease program are endless and have filled many books. Just one such story was that of getting tanks and ammunition to Monty and the 8th Army, when the Desert Fox was pushing into Egypt; with the loss of the Suez Canal a serious possibility. The statistics of the program are mind-boggling. For aircraft alone, some 38,000 and around 75 different types were sent to our allies. Military items, under the Lend-Lease program, were dispatched to the allies in all the various theaters of war. Aircraft were flown across the Atlantic or sent by merchant ships. Thousands of aircraft were coming off the assembly lines, destined for all parts of the world. There were many female pilots in organizations like the Women's Airforce Service Pilots (WASP) who had been trained not only to ferry aircraft, but also to test them and they played a vital role in ensuring the aircraft destined for the Lend-Lease program continued to flow out smoothly. Pan Am played a major role in getting equipment to the

Middle East, by flying via South America and onto West Africa and then to Sudan and up the Nile, to Egypt

Although, the United States forces in Europe and the Pacific began to reach full-strength in 1943–1944, Lend-Lease still continued. Most allies were largely self-sufficient in front line equipment (such as tanks and fighter aircraft) by this stage. However, Lend-Lease provided a useful supplement in this category and logistical supplies (including trucks, jeeps, landing craft and, above all, the Douglas C-47 transport aircraft) were of enormous assistance.

The Lend-lease program, what Churchill had called "the most unsorted act," was an immensely successful wartime aid program; one that set the stage for the U.S. foreign aid programs that followed. Lend-lease was designed to help win the war without leaving behind a residue of war debts and recriminations, and it did just that.

John Kirk
Senior Tour Guide
Ex Royal Air Force Pilot



W.A.S.P. Marie Michell Robinson was age 20 when she as copilot and the rest of the crew of a B-25D crashed in the Mojave Desert on 02 Oct. 1944. For her, the mission was "day transition". Their remains were found in 2005.

HONORED GUEST- BOB GRUBER

The VAC was honored Saturday, 07 February 2009 with a visit from WW II veteran, Bob Gruber. He was the honored guest of the new WW II Museum in Chengdu, China in 2005. He was based at Yunnanyi Province at the end of Burma Road in western China and was a radar operator on a C-47.

Below is a picture of him at our Museum; a photo of him in front of the banner in front of the Museum in China; a photo of some of the items he donated to the Museum in China and a photo of the individual pictures of the original AVG group that flew the P-40's and stopped the invasion of China by the Japanese – all this was done slightly before Pearl Harbor.

We thank Mr. Gruber for visiting our Museum and sharing his story and photos with us.



Mr. Gruber in front of the Flying Tigers display in the



Mr. Gruber in front of the banner at the

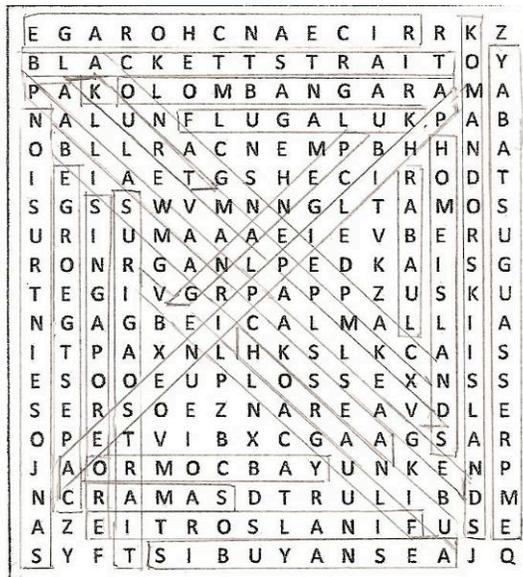


A few of the items Mr. Gruber donated to

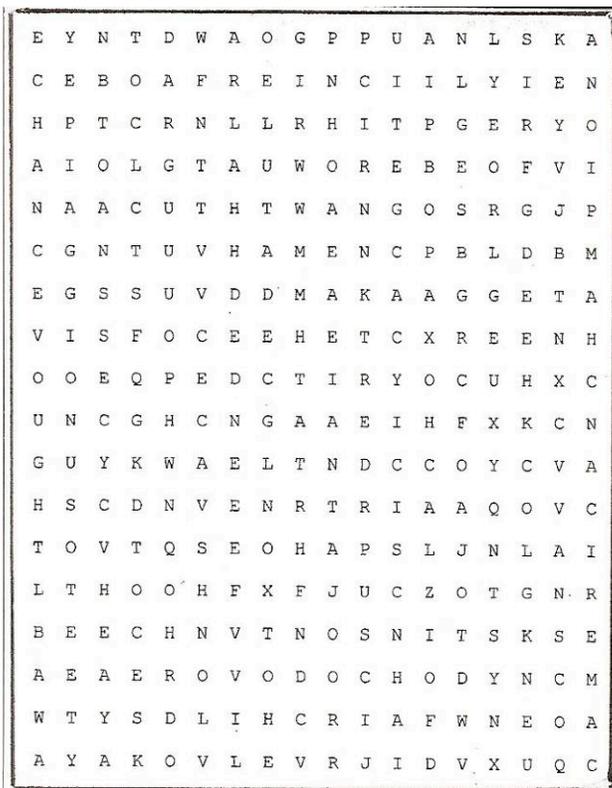


Individual photos on the wall of the China Museum of the AVG pilots that flew the P-40's

WORLD WAR II BATTLES OF THE PACIFIC SOLUTION



2009 AIRSHOW AIRCRAFT MANUFACTURERS



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2009 AIRSHOW DEBRIEFING/SURVIVAL LUNCHEON

**SATURDAY, 18 APRIL 2009 NOON - VAC HANGAR
HAMBURGERS, HOT DOGS, CHICKEN & BEVERAGES PROVIDED BY THE VAC
PLEASE BRING A SIDE DISH OR DESSERT TO SHARE**

VALIANT AIR COMMAND OPEN HOUSE

MEMORIAL DAY WEEKEND

23, 24 & 25 MAY 2009

The Valiant Air Command will host an Open House Memorial Day Weekend.

FREE ADMISSION to the Warbird Museum will be provided to
ALL ACTIVE and VETERAN MILITARY, I.D. CARD REQUIRED &
ALL BREVARD COUNTY RESIDENTS, FLORIDA DRIVER'S LICENSE REQUIRED.

The hours of the Open House:

Saturday, Sunday & Monday, 23, 24 & 25 May 2009, 9:00 A.M. - 5:00 P.M.

For information, please call (321) 268-1941