



# UN-SCRAMBLE



APRIL MAY & JUNE 2013

OFFICIAL BULLETIN OF THE VALIANT AIR COMMAND, INC.

HIGHLIGHTS FROM JANUARY, FEBRUARY & MARCH 2013



Our Commander, Lloyd W. Morris is interviewed by the press on Media Day.



Chuckie, the B-17 was our guest to honor the 70th Anniversary of the Memphis Belle.



The U.S.A.F. Thunderbirds performance was outstanding and thoroughly enjoyed by all who attended!



Chuckie being escorted by Doug Matthews in his P-51 Mustang.



Two of the Thunderbirds flew with a mirror image formation!!!



Mike Goulian wowed the crowd with his aerobatics.



The crowds were great and had a fabulous time being awed by all of the AirShow performers!



Matt Younkin gave a great performance in his Beech 18!



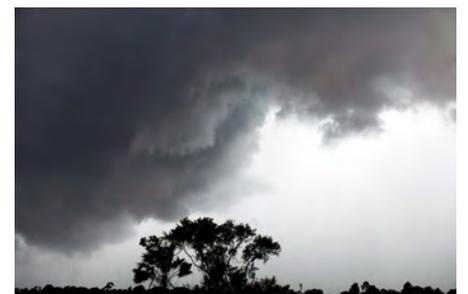
Lt. Kenneth R. Powell, B-17 Pilot and POW signed autographs. He wrote the book "Four Stars in the Window."



Larry Elmore in his A-4 with pyro demonstration.



Phyllis Lilienthal, our Staff Photographer, enjoyed a flight in the Sky Soldiers Cobra helicopter!



The weather began closing in Sunday afternoon. The Thunderbirds flew early flying a complete show!

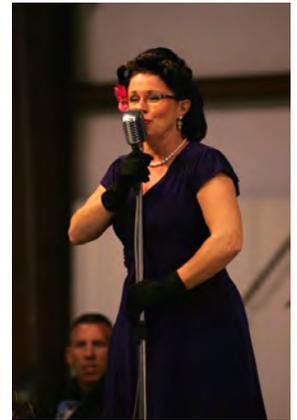
# Highlights of Activities including our 2013 TICO Warbird Air Show!



Robert D. Cabana, Col. USMC, Ret. and Director of NASA Kennedy Space Center was a great speaker at our 2013 Annual Membership Dinner.



Ed Rodig was greatly missed at our AirShow. For several years, Ed was our Flight Line Security Boss. See Members and Friends Gone West.



Teresa Eaman entertained us with her beautiful voice at our USO Dinner!



Terry Yon, Bob Boswell and Lloyd Morris present Daniel Cipera with a photo of the TICO BELLE. Dan was promoted to Captain and reassigned in the Washington, DC area.



Diane Frazier, Gay Morris and Ann James welcomed guests for our USO AirShow Dinner.



The Ensemble led by Milt Farrow provided beautiful music for our USO Dinner.



Milt Farrow's orchestra tested the acoustics before performing for our USO AirShow Dinner.



Platinum Coast Chorus of Sweet Adelines International performed for our USO AirShow Dinner.

Titusville Chamber of Commerce Installation Breakfast on 28 February 2013. Photo by Walter Kiely.



Chef Larry and his Sous Chef served a delicious breakfast at our 09 March 2013 Fly-In-Breakfast. Photo by Walter Kiely



Approx. 100 hungry folks enjoyed our Fly-In, Drive-In, Walk-In Breakfast on 09 March 2013. Photo by Walter Kiely



Mark, Chris, Richard, Anita, Pam and Angie worked in the Gift Shop at our AirShow.

**VALIANT AIR COMMAND**  
Dedicated to restoring military aircraft  
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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.

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

### EXECUTIVE & SUPPORT STAFF

COMMANDER	Lloyd Morris <a href="mailto:vacwarbirds@bellsouth.net">vacwarbirds@bellsouth.net</a>
EXECUTIVE DIRECTOR	Bud Evans <a href="mailto:nabuevans@cfl.rr.com">nabuevans@cfl.rr.com</a>
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VOLUNTEER COORDINATOR	Ann James <a href="mailto:vacwarbirds@bellsouth.net">vacwarbirds@bellsouth.net</a>

### **Help! Help! Help!!!**

Please remember to call with your change of address, whenever moving or going north or west for the summer months. We want to be sure to get your Un-Scramble to you. Thank you very much!!!

Also, if you would like to receive your Un-Scramble electronically, please let us know! Thank you!

### MUSEUM & GIFT SHOP

OPEN 7 DAYS A WEEK 9 AM-5 PM

Closed Thanksgiving, Christmas & New Year's Day

### ADMISSION

Adults \$18.00 Senior/Military \$15.00  
Children 5-12 Years \$ 5.00  
Children under 5 – No Admission Charge  
Special Tour & Family Rates Available

### FUTURE EVENTS – 2013

13 Apr-----Fly-In/Drive-In/Walk-In Breakfast  
16 Apr-----Board of Director's Meeting  
20 Apr----- AirShow Volunteer Survival Luncheon  
11 May----- Fly-In/Drive-In/Walk-In Breakfast  
12 May-----Mother's Day  
18 May-----Armed Forces Day  
21 May-----Board of Director's Meeting  
25-27 May---Memorial Day Weekend  
27 May-----Memorial Day (Observed)  
30 May-----Memorial Day  
08 June-----Fly-In/Drive-In/Walk-In Breakfast  
14 June-----Flag Day  
16 June-----Father's Day  
18 June-----Board of Directors Meeting

### COMMANDER

I hope you heard the old saying "Be careful what you wish for, you might get it"! Well it was a lot of stress on all of our Directors, but we pulled off probably the best AirShow the V.A.C. has ever had.

I won't go into a lot of detail about the AirShow, but we did make money. I don't know exactly how much because the bills are very, very high, more to come in later. We appreciate your continued support through Memberships and Donations. Without your support the TICO WARBIRD AIRSHOW would not be possible.

Thanks to Terry Yon for a great job with publicity.

Many thanks to Bob Boswell for bringing "Chuckie" the B-17 here and Ron Davis for an excellent job with the Thunderbirds.

Thank you to Norm for his great work with the hangar and all our facilities.

Bud Evans for your dedication, hard work and support, thank you.

Thanks to Roger Desplaines for all of his efforts with the golf carts and all of his hard work.

Thank you to Lora McCabe, our Bean Counter and her group.

Thanks to Lesley Morgan and her Mom, Pat with Security, Pam Watson and Anita Varela with the Gift Shop, Lorraine Juhl

and Genie Owens in the Office, Joe Cross on the Field, along with thanks to Jason Davis, Ken Pagurek and Jim Arruda with our Sound System. Also Good Old Ralph Royce, our Air Boss, and our Announcer Jerry Trachtman.

Thank you to Kevin and Karen Quinlan for the Dirty Flight Suit Dinner. It was great and well attended.

Many thanks to Ann James who as always does a wonderful job with everything, preparing passes, signs, ticket sales the great entertainment and USO theme on Friday night. Thanks to her and her volunteers.

Thanks to Dirk Kanon, his wife Petra and their children Giel and Stef and Juriaan Steenland, his wife, Linda and their son, Dean, Walter J. Gatti, George and Roanne Damoff and DNC Parks & Resorts at KSC, Inc. for their support.

On a final note, the Valiant Air Command's Public Relations Officer and my good friend, Terry Yon, has decided to take a break and move on to some different things. I have worked closely with him for nearly six years. He will be missed by all.

**Lloyd W. Morris**

### **EXECUTIVE OFFICERS REPORT**

Where do I start? It is impossible, once again to praise or even give credit to those volunteers and donors who have once again made our 36<sup>th</sup> Annual AirShow a resounding success. The Weather Gods' tried to get us again but our heads up Air Boss and Operations Officer, Col. Bob Boswell worked with the Thunderbirds to move their last show on Sunday up an hour. That worked out to be just enough time to allow them to complete their show a few minutes before the terrific storm hit the airport. Although we had weather issues we had fantastic turnouts all three days. Norm Lindsay and his workers set up the static display and returned the aircraft to the museum under stressful conditions and as usual did their outstanding job. There I go again giving praise to those deserving it when all volunteers who contributed in the effort were vitally essential. Without every volunteer the show could never be done. Ann James and her wonderful group of ladies were everywhere doing all of the many essential jobs that they do at all of the museums events. All of you members who are not able or in a location where helping in the show is possible, we thank you for your continued support of the V.A.C. Col. Terry Yon's publicity efforts gave us international press coverage of the "last" Thunderbird show for the near future. It also brought wide spread attention to the Valiant Air Command and our museum. Just another of his many, many promotions of our organization that he has continuously done during his many years with the Valiant Air Command. Of course Lloyd was everywhere in his usual high energy mode. Lora was also busily handling the finances and Ron Davis was our interface with the USAF. Diane and Bob Frazier assisted with the dinner tickets and the Quinlan's provided their usual great cookout and entertainment Thursday night. Bob James did his usual fine job of managing the maintenance and flying the C-47. As I said there were so very many people doing fantastic

jobs which each was a major contribution to the success of our AirShow. It seems that "Thank You" is just not sufficient to give praise and credit but just recognize that there could not have been a successful AirShow without every one of you!

**N. C. "Bud" Evans**

### **AVIATING WITH EVANS**

#### **UNSTABLE AIRCRAFT**

Perhaps the term "unstable" could be misinterpreted as all fighter pilots know that for an aircraft to be highly maneuverable it has to have some degrees of instability. I am referring to aircraft which can become uncontrollable under certain flight conditions. Three of our popular USAF fighters suffered from serious stability problems that required artificial warning and devices which took the control of the aircraft away from the pilot. (This was before the introduction of computer controlled flight systems). All of these three aircraft lost vertical pitch control when reaching the full stall attitude. Two of them were uncontrollable as they went into a flat spin from which they couldn't recover. They were the F-101A and B models and were both McDonnell Aircraft Companies' aircraft designs but differed in a number of ways including length and weight. The challenge to me was that I was selected by the Air Force to flight test them and evaluate their acceptance for the role that the USAF contracted the company to build for them. Both models had to have the basic characteristics of the aircraft tested by the company test pilots and in the case of the F-101A and B models the aircraft were lost when they entered flat spins and the pilots had to eject from them. Bill Ross ejected from the "A" and Don Stuck from the "B". Both pilots had been in Fighter Flight Test Operations with me when I was stationed at Wright-Patterson AFB. They had both resigned from the USAF and went to work for McDonnell Aircraft Company. Bill Ross flying the "A" and Don Stuck flying the "B" model.

I was selected to fly the stability flight test on the "A" model but my testing was following another USAF test pilot who flew the Phase IV. (Captain Donald "Deke" Slayton). The USAF adopted a new flight testing system which reduced the previous six phases of testing a new aircraft into three Category tests. The company tested the basic flight characteristics of the newly designed aircraft and then it was given to the Air Force Flight Test Center to conduct extensive tests. Any serious defects discovered were recorded and the manufacturer along with the Edwards Flight Test team worked together in finding an acceptable solution. The F-104 also suffered from the same loss of pitch control when the pitch angle reached its limit. When the aft surface controlling the vertical attitude of the flight path was blocked from airflow it stalled leaving the only lift portion of the aircraft being the main wing with the loss of lift on the rear portion of the vehicle the aircraft rotated to the nose up pitch angle. (Referred to as "Pitch-up"). All military fighter aircraft were required to demonstrate the ability to recover from full stalls and spins.

The aircraft company usually conducts wind tunnel tests on models of their aircraft design before building it. Normally when an aircraft reaches a pitch angle and airspeed where the primary lift device (normally the wing) loses lift (stalls) the aircraft nose pitched downward as the tail does not reach a stall angle at the same time. In the case of the afore mentioned aircraft, when they approach a stall, the air flow over the tail surface is blocked causing it to stall before the wing the nose pitched upward as the wing has not yet reached a stall. Naturally the wing stalls as soon as the tail loses lift and sharply increases the aircrafts pitch angle resulting in the "Pitch-up stall". In testing the aircraft, spin characteristics must be placed in a full stall. It is normally a contractor test as their pilots get a bonus for that type of testing. I was well aware of the F-101B's inability to recover from a flat spin when I was assigned by the Flight Test Center as the assigned F-101B test pilot.

I flew to St. Louis, Missouri after an early morning departure from Edwards AFB by staff car to Los Angeles and then by TWA to St. Louis arriving at the McDonnell Aircraft Company by mid-afternoon, Missouri time. I received a quick aircraft briefing from the Chief Test Pilot, Bill Ross and then out to the aircraft to get my first look at the "B" model. Having flown the "A" model a number of test flights I was surprised by the feeling that this was a much more robust version of the F-101 and climbing into the cockpit I got the feeling of being in a very different and new type aircraft, not just another version of the F-101. The instrument panel was a mixture of basic flight instruments and numerous test panels which were outlined in yellow. The size of the cockpit seemed considerably larger than the "A" model. Before I knew it I had strapped in and was giving the ground crew the signal to plug in the external power. I had little time to familiarize myself with the whole cockpit when I was receiving the signal from the ground crew to close the speed brakes and close the canopy. I was suddenly very much aware that this was a larger and different aircraft from the F-101A I had been flying. The instrument panel had been rearranged to provide space for the radar scope. After all, this was an interceptor with a rear seat to carry a radar operator. In the case of this first test aircraft the rear cockpit was equipped for an aeronautical engineer to operate test systems. On this delivery/familiarization flight it accommodated my travel bag. I'm still not sure whether it was because I had gotten up at 0300 and was picked up at my house at Edwards AFB at 0430, driven to Los Angeles Airport, departed on the airlines at 0815 and arrived at St. Louis at 3 PM. It was now 5:30 PM and I was sitting in a large powerful new aircraft about to roar into the blue heading back towards Edwards. I had never checked out in any of the fighters I had flown with an instructor in the rear cockpit. This was not a new experience but the aircraft seemed much larger than the "A" model and the cockpit arrangement and instrument panel added to my obvious fatigue and gave me a little feeling of being a bit behind in what was happening. The engines were running smoothly, the power cart was unplugged and the canopy closed and locked. Ready or not I was given the clear to taxi

signal by the ground crew and the tower cleared me to the run-up area. I was barely familiar with this new powerful machine that wanted to get into the sky where it belonged. I was still trying to familiarize myself with this big bird when I approached the end of the runway. I expected to have some time to review the cockpit switches and instruments while waiting for airline traffic to land and take-off. Much to my surprise the control tower cleared me onto the runway and for immediate take-off. No time to do anything but line-up on the runway and hold the brakes while running the two powerful J-57 engines to 100%. The needles all raced to the full power positions and with all of them seemingly in the green, I released to brakes and placed both throttles in the full afterburner position. The kick in the pants was very positive and the airspeed needle reached nose wheel lift-off speed before I had time to realize it! Pulling smoothly back on the control stick the aircraft leaped into the air and I had to keep pulling the nose skyward to keep from exceeding the landing gear down speed. I quickly placed the gear handle in the "Up" position. I had to continue pulling the nose to a higher position to keep from exceeding the best climb speed. All I could see was blue sky and I wondered if there was any traffic over flying the airport because I knew I would not see them to avoid colliding with them. Obviously the tower was aware of the departure climb of the F-101B but I was really impressed. The "A" model had a high rate of climb but this "B" was a whole new experience. Looking in the rear view mirror I could see that I was still over the runway and it felt as though I was lying on my back pointed straight for the sky. It took a short few seconds to control my climb angle by establishing my climb speed and getting clearance from the control tower to go to the departure control frequency. It was a late afternoon on a beautiful early fall day and you could see "Forever".

I leveled off at 30,000 feet and came out of afterburner. It had seemed to take no time at all and I was sitting in a very powerful large fighter aircraft heading for Oklahoma City; my destination on this first leg of my flight to Edwards AFB from where I departed for early that morning. I was so fortunate that I had zero weather issues to deal with and it was a time before the high altitudes were crowded with airliners. I leveled off at 31,000 feet and set my power and began to hold my briefed cruise "mach" number. The flight to Tinker was not very long which was good because I had no drop tanks. It didn't take me long to become familiar with cockpit layout and the feel of the aircraft. The fuel consumption was easily monitored as the "cruise climb" progressed on my path westward. In what seemed like no time at all I passed by Springfield, Missouri and Tulsa, Oklahoma where I reduced power and began my descent into Tinker AFB in Oklahoma City. I was please at how positive the control responses were to the approach and pattern although it felt a little heavier on the controls and required more airspeed in the pattern and final approach than the smaller, lighter "A" model. After parking I removed my bag from the rear seat and headed for the Visiting Officer Billet as the aircraft could not be started without the special start cart which was following me with the support crew in a cargo

aircraft. After a cocktail at the "O" Club I returned to Base Operations to meet the Support aircraft. I arranged for the civilian crew to stay in Visitors Quarters and after taking them to dinner at the club I retired to a much needed nights restful sleep. The rest of the three hops to Edwards AFB were uneventful and by the time I arrived I felt as though I knew the Voo-Doo II pretty well and was ready to begin flight testing to determine how well it would meet the Military Specs. There were several very interesting problems that developed during these test flights that I will describe in my next article.

**N. C Bud Evans ©**

## **OPERATIONS OFFICER**

Our 36<sup>th</sup> Annual TICO WARBIRD AIRSHOW was an outstanding success. Media Day on Thursday kick started the event with media representatives and VIPs who enjoyed flights in AirShow aircraft and quickly informed the public about the upcoming event. Kevin and Karen Quinlan capped the day with another outstanding BBQ in our main hangar. Music by "Madison McKay" along with members and guests "We Have Talent" Karaoke provided the entertainment.

The three day AirShow highlighted by the USAF Thunderbirds performance was a real crowd pleaser. With media attention focused on the possibility that this show was likely to be the last show for the Thunderbirds until Sept. 30 or later, the crowd was one of the largest on all three days. Friday the weather was perfect and Saturday the weather held and we were able to complete a full show. Sunday, with very strong winds and heavy rain forecasted for the late afternoon, some of the light aircraft performances were kept on the ground and the schedule accelerated to allow the Thunderbirds to perform. Air Boss Ralph Royce & Announcer Jerry Trachtman kept the event moving and entertaining. The show ended just before the storm hit, and what a bad storm it was! Tents and display booths were tossed in the wind, the Pilots Tent and Beer Garden Tent went down and trash cans and Port-a-Johns went flying. No real damage to aircraft and only a few spectators received injuries from flying debris. We were lucky that day.

Once again Joe Cross and his team made several airfield changes that improved the flow of traffic to the AirShow and Jerry O'Mara kept the staff connected and moving with radios and golf carts even though he had his hands full with the larger than normal crowd.

Aircrew check-in was quick and smooth thanks to the Pilots outstanding support of the Advanced Registration Program. A special thanks to Genie Owens who took charge of pilots' registration and made it work. As always, Ann James and her team provided outstanding food and support in both the Pilots Tent and the VIP Chalets.

Many thanks to the volunteers who did the pre AirShow planning months in advance and then executed their plan. 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. Your generosity and loyal support allowed us to host the USAF Thunderbirds and provide one of our best AirShows ever! At a later date we will formally recognize all the Contributors, Sponsors and Volunteers, who made this AirShow possible.

We will continue with the Fly-In Breakfast at the Warbird Museum on the second Saturday of each month. The hours are 8-11 am. Come in early to ensure all the menu selections are available. Our largest attendance so far has been 104 meals. The next fly-in is set for Saturday April 13<sup>th</sup>. Members and guests who wish to drive in for the breakfast are welcome.

We have two revenue flights scheduled for the C-47 in April. The first flight will be on Saturday, 13 April after the fly-in breakfast. The next flight will be on Saturday, 20 April. The following months we will resume the planned schedule of flying a revenue flight at 10:00 am on the third Saturday of each month. Reservations are made in advance by calling the Museum Gift Shop at (321) 268-1941.

Our next major event is the Valliant Air Command's Memorial Day Weekend Open House. This annual event provides the V.A.C. an opportunity to showcase our Warbird Museum and to thank the local residents for their community support. We will have many different displays to see (planes, trains, cars) and good food. Bring a family member or friend and enjoy your museum.

**Bob Boswell**

## **MAINTENANCE OFFICER**

Another Tico AirShow has come and gone! It was an unprecedented one at that, with having the Thunderbirds for the first time. They will possibly not do another AirShow this season or perhaps ever! That certainly is a very disturbing thought. The "Tico Belle" survived a closing day storm shortly after the conclusion of the Thunderbirds demonstration. However we were caught half way back to the hangar when the full force of the storm hit the field. We had several people say that they observed a tornado touching down on the field and certainly the loss of all of the vendor tents and the pilot tent seemed to indicate that very thing. At the end only the PX tent still stood.

The C47 was on taxiway bravo just short of the 9-27 show runway when the rain and wind peaked and we thought that we might get blown over. However, we did get turned from our stationary position heading due East (brakes and tailwheel locked) to the left 90 degrees to wind up facing due North! Fortunately, this positioned us more into the wind and allowed us to weather out the next approximately 10 minutes of blinding rain and wind. All of a sudden it was over and we were left with a gentle shower and we could taxi back to the V.A.C. maintenance hangar.

We realized that the weather was fast moving in and so had to cancel the post AirShow revenue flight and try to quickly prepare to get the aircraft ready to taxi and inform the passengers that we would be rescheduling the flight to April (April 13th @ 11:30 after the fly in breakfast). Our regular revenue flight is still scheduled for the following Saturday (April 20th).

The "Tico Belle" is now undergoing the planned 25 hour check in conformance with our continuous maintenance program.

My thanks to all our volunteers that make sure the "Tico Belle" is ready to fly for all our commitments.

We are blessed with a very talented and devoted group that gives the extra effort that makes the difference. That includes not only the blood, sweat and tears but also getting drenched trying to get the "Belle" tucked back in its hangar at the end of a nasty weather day.

**Robert E. James**

### GRUMMAN GREMLINS

This year was a spectacular AirShow with the final appearance of the Thunderbirds. They are a special unit of the 3600<sup>th</sup> Air Demonstration Unit that was activated at Luke Air Force Base in Arizona. After this show they will be reassigned to Nellis Air Force Base in Nevada due to the governments sequester program. We were lucky to get such a top draw precision aerobatic team, a real crowd pleaser. In spite of the inclement weather on Sunday, the Thunderbirds performed their show before the bad weather moved in.

The attendance Friday surpassed all attendance records for the first day of any previous year's AirShow. Saturday was a record crowd day. Sunday was also well attended in spite of the threatened weather forecast.

The Grumman Gremlins cockpit photo sessions drew long waiting lines. The F9F-5 Panther kept busy all three days letting people take their own photos with their cell phones or cameras while sitting in the cockpit for a \$3.00 donation. The people waiting to have their chance to sit in the cockpit of the TA4-J Skyhawk 11, which was the type of plane flown by the Blue Angels Navy Demonstration Team, were even longer. All photo participants were given the choice of wearing a real pilot brain bucket or helmet as it is better known to the civilian population.

Remember your donations support our restoration efforts.

**George "Dutch" Graefe**

### PERSONNEL OFFICER

Like our other Directors, I was heavily involved in our AirShow preparation and execution. I was privileged to serve as the Thunderbirds' escort during their visit, along with some other care and feeding tasks for our other performers. The 'Birds' visit was of course a huge success, and received superb support from our neighbors at Patrick AFB. While we did the

usual scramble to ensure our other performers had adequate lodging and transportation, our rental car and motel vendors were as usual great, flexible and eager to please. Many thanks to them.

And many thanks also to our dedicated employees. They were also heavily involved in preparing for and welcoming our guests. One area was an amazing success - our gift shop did unprecedented business at its AirShow location. We were honored to have several distinguished guests at the PX tent, who were constantly surrounded by admirers.

The final key to our show's success was of course our volunteers. Literally dozens of jobs required constant attention throughout the show, and our volunteers kept the operation running as smoothly as possible in a very "fluid" situation. Thanks again to them!

### TASTE OF TITUSVILLE



Don Eldredge and Lorraine Juhl introduced attendees of the Taste of Titusville to the Valiant Air Command, Inc. on 19 March 2013 at Searstown Mall. There was a record crowd and the samples were great.

### NEW & RENEWAL COLONELS

**15 DECEMBER 2012 – 31 MARCH 2013**

#### NEW MEMBERS

Anderson, William E. "Bill" / Anderson, Audrey  
Andrews, Benjamin (C-47 Comp.)  
Audette, Kelly (C-47 Comp.)  
Bair, Rhodell (with Robert S. Cooper)  
Beard, Robert L.  
Becker, Robert (C-47 Comp.)  
Berry, Susan A. (C-47 Comp.)  
Bertman, Lee A.  
Biondi, Dennis Paul / Biondi, Barbara Ann  
Black, Randall S. / Black, Melody  
Bowe, Richard A. / Bowe, Joanne M.  
Bryant, William A. (C-47 Comp.) / Bryant, Dianne E.  
Cipera, Daniel  
Connell, Joann (C-47 Comp.)  
DuFlo, Jeffrey T. / DuFlo, Renee C.  
Edwardsson, Tom  
Edwards, Timothy (C-47 Comp.)  
Ells, Sr., Leon D. (C-47 Comp.)  
Embrey, Gary L. / Rickey, Rebecca A.  
England, Paul M. (C-47 Comp.)  
Fow, John C.  
Furnbach, Thomas M.  
Gray, Yahn F. / Gray, Mary K.  
Grothouse, Todd G.  
Hall, Ernest (C-47 Comp.)  
Hartz, David C. (C-47 Comp.)

Hilliard, Jonathan C. / Hilliard, Richard  
 Hoehne, Leslie / Day, Jack R.  
 Hoelscher, Barbara J. (C-47 Comp.)  
 Holt, Andrew / Holt, Carolyn  
 Hubbard, Charles  
 Johnston, Tim (C-47 Comp.)  
 Kern, Nadine D. (C-47 Comp.)  
 Knickerbocker, Shawn "Nick"  
 Lawrence, Max / Lawrence, D. E. (with Lee Mouhot)  
 Lindlau, Chuck (C-47 Comp.)  
 Maggio, Chad  
 Mako, Albert W. (C-47 Comp.)  
 Marshall, Charles C.  
 McClure, Anita M. (with Jerry D. McClure)  
 McGhee, Cecil K. (C-47 Comp.)  
 McMinn, Ron (C-47 Comp.)  
 Mercer, Matt / Mercer, Birgit (Warbird Coffee Company)  
 Messner, Michael W. "Mike" / Messner, Karen "Kari"  
 Miller, Alicia M. (C-47 Comp.)  
 Monroe, Elliott R. (C-47 Comp.)  
 Nicks, Bobby  
 O'Hara, Lewis (C-47 Comp.)  
 Owler, Jim (C-47 Comp.)  
 Palmer, Craig (C-47 Comp.)  
 Palmer, William (C-47 Comp.)  
 Parks, Scott E. / Parks, Sandra M. "Sandy"  
 Paul, Harry W. (C-47 Comp.)  
 Piotrowski, Len (C-47 Comp.)  
 Poppell, Ralph / Poppell, Connie  
 Preiss, John W.  
 Pring, Martin / Pring, Terri  
 Pruner, Mike / Pruner, Pam (C-47 Comp.)  
 Richards, Charles W.  
 Schwicardi, Andrew / Nettles, Charlotte J.  
 Schouler, Kenneth / Schouler, Erin  
 Sherman, Sandy (C-47 Comp.)  
 Shuler, Debbie (C-47 Comp.)  
 Sirak, David / Sirak, Laurie  
 Stewart, Wayne A. / Stewart, Suzanne B. "Susie"  
 Stiner, Lester L. / Stiner, Jacquelyn L.  
 Stowe, Wyatt (C-47 Comp.)  
 Stryjewski, John S. / Stryjewski, Elizabeth M. "Liz"  
 Svetkoff, Richard W. "Rick"  
 Tesson, Samuel (C-47 Comp.)  
 Teuscher, Thomas C.  
 Thomas, Albert W. "Al"  
 Thorstenson, Mark R. (C-47 Comp.)  
 Underwood, James R. "Bob"  
 Varney, Steven  
 West, Paul (C-47 Comp.)  
 Widegren, Charles L. / Widegren, Beverly A.  
 Woodham, William Patrick "Pat" / Woodham, Nita  
 Yarboro, John / Yarboro, Laura  
 Yoerger, William F. / Yoerger, Peggy S.  
 Zidik, Michael F. (C-47 Comp.)

### **NEW LIFETIME MEMBERS**

Anderson, Gerald A.  
 Cater, Malcolm C.  
 Cook, Richard F.  
 Hammer, Charles R. / Hammer, Linda D.  
 Kramer, Frans J. Erik / Kramer, Marijcke A.  
 Parrott, H. Glen / Parrott, Gail T.

Tanner, Charles M. "Chuck" / Tanner, Nancy P.  
 Tidball, Evelyn (with Lapham, Arthur E.)

### **RENEWALS**

Allen, Bob / Allen, Maria P.  
 Axelrod, Richard A.  
 Baker, Bonnie J.  
 Ballard, David O. / Ballard, Julia A.  
 Barnett, Vaughn L. / Barnett, Jo Lynn  
 Bartholomew, Doyle R. "Jim"  
 Baun, Dan E.  
 Bayerdorffer, Herman / Bayerdorffer, Cynthia  
 Beardsley, Charles R. "Randy" / Gutierrez, Marlene  
 Benn, Stephen R. / Benn, Jennifer L.  
 Beres, Thomas P.  
 Bishop, Donald J. "Don" / Fowler, Sherry  
 Bobst, Bruce P. / Bobst, Sharon R.  
 Bohan, Thomas C. "Chris" / Bohan, Sara S.  
 Booth, Jr., Edward M.  
 Bottari, Leo J.  
 Boyer, Gibson / Boyer, Nancy  
 Boyken, Jeff / Boyken, Carolyn  
 Brady, Richard N. "Dick"  
 Bray, Wayne / Bray, Bridgett  
 Brooks, Adrian C.  
 Brooks, Doug  
 Brooks, Michael D. / Brooks, Tara  
 Brown, William J. "Bill" / Anderson, Jerry Ann  
 Butler, John E. / Butler, Alda D.  
 Byron, Bradley L.  
 Cabana, Robert D. / Cabana, Nancy J.  
 Callahan, Dennis H.  
 Carter, Kevin Y.  
 Carter, Morgan  
 Carter, Stephen P.  
 Childs, Richard T.  
 Chroninger, John R.  
 Claydon, Edward T. "Ted"  
 Clukey, Peter J.  
 Conway, Ann  
 Cooper, Robert S.  
 Cox, James M. / Cox, Stephen J.  
 Crews, James H. "Harry" / Crews, Linda  
 Cross, Eliot G.  
 Daniels, Norman W.  
 Davidson, Douglas P.  
 Decker, James A. "Jim"  
 Del Baglivo, John P.  
 Denan, Mike / Denan, Sheryl  
 DePinto, Chris  
 Dorrell, John W. "Jack" / Dorrell, Joan S.  
 Duffy, John W.  
 Edkins, Norman E "Norm" / Edkins, Dolores D. "Dee"  
 Ellison, Richard D. / Ellison, Nancy M.  
 Evernham, Thomas W. "Tom"  
 Ewing, Harold H.  
 Felt, Morris R. / Felt, Trudy A.  
 Fleck, Francis C. "Frank"  
 Floyd, Mitchel C. "Mitch" / Floyd, Kathleen R. "Kathy"  
 Foster, Sr., Gerald F.  
 Gandt, Robert L.  
 Gantress, Stephen / Gantress, Mary Lee  
 Garasz, Kenneth J. "Ken" / Garasz, Andrea

Garrison, J. Reid / Garrison, Cherry S.  
 Gell, Gary S.  
 George, Thomas W.  
 Grant, Steven A.  
 Griffin, Joe  
 Hall, Christopher J. / Hall, Jeannine L.  
 Hallett, Peggy L.  
 Hanrahan, Kevin / Hanrahan, Linda  
 Harris, Walter G. / Harris Lynne L.  
 Hauser, Robert J. "Bud"  
 Haydu, Bernice "Bee"  
 Healan, Jack B.  
 Hernandez, Felix  
 Hessler, Wayne A.  
 Hester, Gary / Hester, Phyllis  
 Hites, Jr., Ervin L. / Hites, Joanne G.  
 Holm, Barry W. N.  
 Hosley, David L. "Dave" / Hosley, Barbara A. "Bobbi"  
 Hrutkay, Mark / Murphy, Betsy  
 Hussey, Donald L. "Don"  
 Huff, Ray E.  
 Isaksen, Theodore J. "Tad" / Isaksen, Wendy M.  
 James, Jeffrey R. "Jeff" / James, Jessica  
 Jardine, Thomas P "Tom" / Jardine, Mary R. "Ruth"  
 Jeffers, Jerry I.  
 Jenkins, Kenneth Bruce / Jenkins, Christine A.  
 Jones, Leon E.  
 Kasevich, Alexander M. / Kasevich, Savitri R.  
 Keilin, Ronald  
 Keller, Wendy A. / Gee, Randy  
 Kerwin, Dr. F. Leo  
 Kirby, Harry / Kirby, Neysa  
 Kirk, John H.  
 Knepper, David P.  
 Kosch, Robert N. / Kosch, Ellie  
 Koza, Edward W. / Koza, Ellen A.  
 Kubik, Rudolph J. "Rudy" / Kubik, Sharon  
 Kurtz, Marilyn / Kurtz, Constance  
 Landefeld, Craig S.  
 Lanoue, Richard R. / Lanoue, Phyllis J.  
 Legge, Glenn N.  
 Liggett III, Roy B. "Traey" / Liggett, Tam J.  
 Lincoln, Paul D. / Lincoln, Martha N.  
 Lisk, Jr., Grady A. / Lisk, Jane B.  
 Lorenz, Malte  
 Marco, David A. / Marco, Julie  
 Masessa, M.D., Joseph M.  
 Matthey, Stephen / Matthey, Carrie  
 Matthews, Douglas G.  
 Matthews, Richard D. "Rick"  
 McCoy, John K.  
 McDevitt, Bryan J. "Mac" / McDevitt, Donna L.  
 McDonnell, Patrick F.  
 McGrath, Joseph P. "Joe" / McGrath, Deborah H. "Debbie"  
 McNamara, Harry J. / McNamara, Marilyn L.  
 McNatt, Stanley G. "Stan" / McNatt, Mary G.  
 McNeely, Greg  
 McQueen, Alan G. "Al" / Henderscheid, Jeanne  
 Metcalf, Paul E. / Metcalf, Lucia A.  
 Meyer, Robert E. "Flea" / Middleton, Ruth E.  
 Mikkelsen, Janet K.  
 Miller, John M.  
 Mitas II, John A. / Mitas, Rosalind T.  
 Mohrbacher, Robert L / Mohrbacher, Lorraine C.  
 Moore, William W. "Bill" / Moore, Jill  
 Morales, Joseph A. / Morales, Beatrice  
 Morris, Lloyd W. / Morris, Gay B.  
 Morse, Stuart G.  
 Mouhot, Lee  
 Murray, Hugh A.  
 Myrick, Steven E.  
 Nettuno, Daniel L. / Nettuno, Barbara J.  
 Newton, Richard A.  
 Nichols, Jay K. / Nichols, Gail A.  
 Nies, Terrence C. "Terry" / Nies, Barbara J. "Joan"  
 Norris, Samuel Scott / Norris, Bonnie S.  
 O'Connell, John D.  
 Ohser, David G. / Ohser, Tom  
 Olzacki, James J. "Zack" / Olzacki, Lynn B.  
 Owens, Larry A. / Owens, Debra R.  
 Pacetelli, Jr., Robert A. "Bob"  
 Paika, Jr., Francis J.  
 Pappas, II, John / Pappas, Lauren  
 Pappas III, John / Pappas, Samantha  
 Patstone, Arthur "Art" (2 years)  
 Pearson, Dennis J.  
 Perdue, James C. "Jim"  
 Phillips, Keith E.  
 Phillips, Jr., Paul W.  
 Phillips, Thomas R. / Phillips, Gloria D.  
 Pietraroia, Anthony B. / Pietraroia, Caroline E.  
 Pimentel, Marcelo  
 Plunkett, Tim  
 Powell, Walter V.  
 Powers, James G. / Powers, Carol H.  
 Proksel, Allan G.  
 Pylar, Arthur T. "Art"  
 Quinby, William Baker / Quinby, Terri L.  
 Quinlan, Kevin L. / Quinlan, Karen L.  
 Rackl, Joseph M.  
 Riggie, Donald C.  
 Riordan, Michael / Riordan, John  
 Ritzi, Steven D.  
 Roberts, Kenneth B. "Ken" / Roberts, Linda A.  
 Russell, Bob / Yanacsek, Bob  
 Sadar, Kelly J. / Sadar, Cheryl A.  
 Sadocco, Ricardo Clerle  
 Saletzki, Larry J. / Saletzki, Genda E.  
 Scheuerman, William L. / Scheuerman, Sanna K.  
 Schuiling, Roelof L.  
 Schwenn, Ronn J. / Schwenn, Marian  
 Schwenn, Shannon / Schwenn, Melissa  
 Shaver, Dan E. / Shaver, Cindy  
 Shehane, Don / Shehane, Sandra G. "Santee"  
 Sherman, Kent C. / Sherman, Patricia M. "Patty"  
 Shields, Richard W. "Rick" / Shields, Diane  
 Shumate, David H. / Shumate, Vickie L.  
 Smith, J. Kenneth "Ken"  
 Smith, Tom E.  
 Snapp, Helen Wyatt  
 Stefano, Mario / Stefano, Karin  
 Stetson, Raymond C. / Stetson, Peter  
 Sweigart, Sr., Earl A. / Sweigart, Jael  
 Tanselle, Douglas A / Tanselle, Robin R.

Tarter, Albert  
Thorstad, Ron  
Thorstenson, Michael P. "Mick"  
Tobul, James R. "Jim"  
Towle, Thomas D. "Tom" "Disco" / Towle, Cindy S.  
Tinnirello, Albert  
Tokarski, Russell V. / Tokarski, Tara  
Trescott, Alice R.  
Tullius, Robert C.  
Tyuterev, Alexander I. "Alex" / Fedorova, Svetlana Y. "Lana"  
Varney, Robert Steven  
Vrotsos, Demetrios / Vrotsos, Kimberly  
Walker, Richard E. / Walker, Grace C. "Cornell"  
Waters, John M. / Waters, Grace  
Weldon, James S.  
Wheeler, James E.  
White, Terrence R. "Terry" / White, Patricia M. "Pat"  
Wilson, Cosmo  
Zatroch, Michael S.

### GET WELL WISHES

Lester Badger is still on the road to recovery and continues at Hawthorne Health and Rehab Center in Brandon, FL. He is in our thoughts and prayers.

Our Get Well Wishes go out to Marilyn Bettencourt.

Robert "Bob" Bixby is continuing to recover from a respiratory infection from several months ago. Please see Norm Lindsay's FACILITIES OFFICER article for the address to send "Get Well Wishes". We sincerely hope and pray for a complete recovery very soon.

Bob Murphy continues in our thoughts and prayers.

### MEMBERS & FRIENDS GONE WEST

**John F. Moale, Sr.** passed to his Father's home, date unknown.

**LCDR Preston E. Beck, USN (Ret.)** passed to his Father's home 11 Oct. 2012. He served in the U.S. Navy for 21 years, worked with the space program and was a NASA engineer for 25 years. He is greatly missed by his family and friends.

**Edward A. Rodig, Jr.** passed to his Father's home on 25 December 2012, Christmas Day. Ed was sergeant with the Police Department in Audubon, NJ and was Flight Line Security Boss for our TICO Warbird AirShows for many years. He and his wife, Mae were greatly missed at our AirShow this year. His family is in our thoughts and prayers.

**Howard Earl Rubin** passed to his Father's home on 05 January 2013. He served in the Army Air Corps with the 14<sup>th</sup> Air Force. He was a Docent with the Liberty Bell Museum in Melbourne as well as a member of our Museum. He is truly missed by family and friends.

**Helen Wyatt Snapp** passed to her Father's home 20 January 2013. She was one of the first U.S. Women AirForce Service Pilots (WASP). Helen was a recipient of the Congressional Gold Medal on 01 July 2009. She is greatly missed by family and friends.

**William Franklin "Bill" Yoak** passed to his Father's home 12 March 2013. Bill was a master sheet metal former for WWII vintage aircraft. He created special flying aircraft for movies and television shows. His P-51 Mustang "QuickSilver" flew in many of our AirShows. He is truly missed by family and friends.

**Ron Davis**

### FACILITIES OFFICER

It has been a very busy first quarter here at the VAC with preparation and painting of three aircraft and getting ready for our Annual AirShow.

### FIRST - THE AIRCRAFT PAINTING

All three aircraft were stripped of old paint by walnut blasting (a milder form of sandblasting) which took several weeks to complete. During the blasting procedure, the used walnut shells needed to be recovered by sweeping and sifting the shells for reuse. Imagine sweeping a good size parking lot the entire day and you have an idea of the scope of the amount of work accomplished. I would like to thank and recognize the following volunteers for their weeks of tireless work:

John McCoy	Norm Daniels	Robert Filippi
Charles Dilts	Ken Pagurek	Rex Hefferan
Charles Hammer	Bud White	Dennis Colangelo
Terry Nies	Eric (sorry no last name was given)	

A special thanks to Lt. Weaver, Sgt. Westbrook and the Brevard County Sheriff Work Force for their assistance,

### AIRSHOW PREPARATIONS

All the tow tractors were given their annual "Physical" by Joel, Dick and Tom with oil changes, tune ups, etc. and are ready to go.

The coordinated move of the twenty plus aircraft and associated equipment was implemented by Tom Etter this year due to long time volunteer Bob (Doc) Bixby's illness.

"Doc" Bixby designed a plan several years ago that made this mass movement much more efficient and less time consuming. He is now in a rehabilitation center. We wish him a speedy recovery. If you would like to send a get well card to one of our VAC family, you will bring joy to one of our own.

His current address at the Health Care and Rehab Center is:

Bob Bixby  
River Ledge Health Care and Rehabilitation Center  
8101 State Highway 68  
24 Newell  
Ogdensburg, NY 13669-4403

**Norm Lindsay**

### PROCUREMENT OFFICER

### 2013 TICO Warbird Airshow

The V.A.C. Members, Museum Supporters, Airport Support and the USAF Thunderbird Squadron produced one

tremendous AirShow. As viewed from the air traffic control tower side of the airport, the spread of parked cars, people and lines of traffic exceeded anything we have done before. The viewing location was great too. THANKS to all of the above!

### F-16A DISPAY AIRCRAFT

The USAF Museum advises demilitarizing the airplane at Davis-Monthan A.F.B. is still required. With availability in June, planning for disassembly and transport to Titusville is under way.

### CANBERRA AIRPLANE

Our effort to disarm and/or remove the two rear ejection seats continues. Access to the rear seats is very limited since they were installed during initial assembly of the airplane.

We continue to obtain information on the reconnaissance operational use of this serial number aircraft by the English R.A.F.

### ADDITIONAL DISPLAYS

We have dropped our surveys of a DC-3, Navy P-3 Orion, a Navy Cutlass and a helicopter based on the condition of the aircraft or cost to relocate it to our Museum. Supporting equipment for current aircraft has been obtained.

### DONATIONS

Donations of airplane models, framed pictures, books and aircraft parts have expanded. The memorabilia collection from the home of longtime member Ed Rodig was provided by his family. Ed passed away on Christmas Day 2012.

**Bob Frazier**

### PUBLIC RELATIONS

#### TERRY YON SAYS GOOD-BYE

By the time this issue of the Unscramble is published, I will be gone as a member of the Board of Directors and as the Public Relations Officer. The reasons are complex, but mostly I just need a break. I have worked hard for the VAC for nearly six years, as a tour guide and then as the Public Relations Officer. While I am a Lifetime Member, it was never my intent to be the lifetime Public Relations Officer and I just felt it was time for someone else to put their time and energy into what had become increasingly a full time job for me, often 7 days a week.

I have felt a real sense of pride at being a part of your Board of Directors, particularly during all the coordination that goes on with the AirShow. The Board may be the force that provides direction, but it is the members and volunteers that truly make the organization a success and I thank you all for the support in the small role I have played over my time here. I would also like to publically recognize and thank the Tour Guides. They are the face of the VAC, in many ways, and will always have a special place in my thoughts for all that they represent; they are a unique group of individuals who relate to the public what we are all about. Many of them are combat veterans and military aviators with fascinating stories of their own!

So, I am going to take a break, renew my energy, do some different things and travel for a while. I will always be a member of the VAC and am sure I will drop by in the future, just to see how things are going.

Finally, I would like to mention the Commander, Lloyd Morris. I have worked as close to him as anyone. I have a tremendous amount of respect for his energy, knowledge of the VAC and desire to take us to the next level. He is a unique individual who is uniquely qualified to lead the VAC into the future. I greatly appreciated his support and advice, while I was on the Board -- you are in great hands.

Thanks again to you all and I will see you down the road.

**Terry Yon**

### A NOTE FROM ANN

The last six months have been very busy at the Museum with many different events. We have had a wedding, many wedding receptions, birthday celebrations, luncheons, Christmas party, an evening reception for the Chamber of Commerce at which we get to advertise our Annual AirShow as well as showcase our museum and our Membership Meeting with guest speaker, Mr. Robert Cabana, Director of Kennedy Space Center.

All of the above events require movement of aircraft to set up for the specific event, tour guides to support the guests and many volunteer ladies to help with decoration and hosting these events. Our museum is made up of a wonderful staff of volunteers in all areas and we appreciate them all! We could not support these events without this amazing team effort.

In addition to all of these functions, we had an AirShow! What an event with the Thunderbirds' presentation each day in addition to our own Members' performances. The record crowd and the weather on Sunday made it an event to remember. We are all thankful that the storm hit afterward and that no one was injured.

The AirShow takes hundreds of volunteers to make it all happen. A great portion of that is supported by our Lady Volunteers. They keep the Pilot tent humming with food for all, the seven Chalets that create revenue for the museum, the Beer Chalet which sold out all three days this year, our Coke trailers that stay busy all day, the beer tent which stays busier and our VIP Sponsor Tent that held so many guests and family from the Thunderbirds this year. Our chair sales area also sold out several days of the show. Media Day and the evening events at the hangar take an additional effort by so many. Special thank you to our telephone staff this year. So many wonderful VAC representatives are responsible for making all this happen. We appreciate you all!

AirShow is over, now back to work! We have a luncheon on April 2 for 150 guests and a wedding reception on April 13. We have a fly-in breakfast each month and C-47 "Tico Belle"

flights as well. It is always busy at the Museum. If you are interested in getting more involved, just give us a call. We can always use another helping hand.

Again, THANKS to all our guys and gals who help make it all happen.

**Ann James**

### LEN PIOTROWSKI TAKES ANOTHER C-47 FLIGHT



Len Piotrowski waves out of the pilot's window at Normandy during World War II in the left photo. In the right photo he waves out of the pilot's window in our C-47 TICO BELLE on his Flight on 29 December 2012.

### FROM THE GIRLS IN THE GIFT SHOP

Wow! What an exciting and very busy three months and an amazing end too.

This year's Senior Boomer Expo was a grand day's success with its fun 'n' games, wealth of important medical, legal and living facilities information and of course, root beer floats!

First and foremost I want to give a huge THANK YOU to all of those who helped make our AirShow a "HUGE" success for the PX tent, of course, Anita my trusty partner, and volunteers. Angie Hornberger, Chris Christianson, Mark Cook and Richard Carieso and all of the others who participated and helped. For whom which the before, during and afterwards of our part of our AirShow would not have been such a "HUGE" success. Which brings me to our leftover AirShow merchandise (including T-shirts, hats, tote bags and programs) that are on sale from 25 to 50% off, come in and see for yourself. Thanks again to all that helped, we hope you'll come back next year.

Now, on to our next adventure. Our Memorial Day Open House – May 25<sup>th</sup> thru 27<sup>th</sup>. Three days of planes, trains and automobiles, radio station and exotic animals. Also the volunteers with the hot dog stand. Please don't forget a non-perishable food item for each person in your party. It will help to provide food to the local hungry. Thanks in advance. Hope to see everyone there.

**Pam and Anita**

### FROM THE ADMINISTRATIVE ASSISTANTS' DESKS

A **HUGE THANK YOU** to all of the volunteers from Lorraine Juhl and Genie Owens for all of their hard work assisting us in getting everything ready for our AirShow and whenever we need help with Membership and Un-Scramble duties. THANK YOU, THANK YOU, THANK YOU!!!

**Lorraine and Genie**

### AIRCRAFT FOR SALE

1969 PIPER CHEROKEE SIX-260  
N4008S / SERIAL # 32-1185  
\$62,000

Total Time Airframe: 4300 Hrs.  
Total Time Engine 1385 SMOH  
Interior is being replaced.

Tied down at Space Coast Regional Airport near  
Titusville-Cocoa Airport Authority  
Call Jim Schlegler (321) 501-6378



### UNCLAIMED ITEMS FOUND DURING 2013 AIRSHOW

We have several misc. items found during our AirShow that have not been claimed. If you lost something during our AirShow, please call (321) 268-1941 and ask for Lorraine. We have hats, glasses, sunglasses and more.

### CURATOR'S CORNER

A new display is nearing completion in the main building, Memorabilia area. This is a cutaway Allison 1710-33 long-nosed V-12 engine. The engine was built in 1940 by the Allison Division of General Motors and used for the purpose of instructing Maintenance Technicians. It is on loan from Tom Reilly, who is the President of Vintage Aircraft, Inc., in Douglas, Georgia.

The 1710-33 was used in the early Curtiss P-40A Tomahawks that were supplied to the American Volunteer Group, Flying Tigers in China.

A special aluminum display stand has been constructed by Bluepoint Fabrication of Titusville, Florida for the Valiant Air Command. This stand allows the onlooker to view every part of this engine and its' location. We hope that you will visit the Museum soon and enjoy seeing a rare important piece of aviation history.

**Don Leathers**