

UN-SCRAMBLE

OFFICIAL NEWSLETTER OF THE VALIANT AIR COMMAND, INC.

6600 Tico Road, Titusville, FL 32780 • (321) 268-1941 • www.vacwarbirds.org



2nd Quarter Review

April, May and June

2014



4-12-14 V.A.C. Fly-In. Over 50 airplanes were parked on the ramp. Chef Larry prepared breakfast for 100 plus people (a new record)



5-10-14 V.A.C. Fly-in. Great crowd...some of the airplanes

5-10-14 Hot Dog lunch for the young men and women who volunteered at the AirShow



Astronaut Junior ROTC



Civil Air Patrol Cadets



Titusville Police Explorers



The VAC's famous Hot Dawg Ladies did the cooking

Restoration Happenings



5-3-14 removing Tico Belle's engine



5-29-14 Loading the TBM propeller onto Tom Reilly's truck. The prop will be tested, magna-fluxed, balanced and certified for flight



6-3-14 The Restoration Hangar is a busy place. Working on 2 F-86s, the F-105, the F-11, the TBM and replacing an engine in "Tico Belle"

Lt. Col. Hiram Mann, USAF (Ret.) • Gone West 17 May 2014



5-24-14 Missing Man flight for Hiram



LT. COL. HIRAM E. MANN
TUSKEGEE AIRMEN; PILOT
1921 - 2014



Hiram in a very serious conversation



Hiram's book cover photo



Hiram would sit in the Tuskegee section of Memorabilia Hall and mesmerize his audience



Hiram leading the AirShow parade

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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

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MUSEUM AND GIFT SHOP

OPEN 7 DAYS A WEEK - 9AM TO 5PM

Closed Thanksgiving, Christmas and New Year's Day

Adults \$18.00 - Senior or Military \$15.00

Children 5 to 12 years old \$5.00

Children under 5 years old - No admission charge

Special Tour and Family Rates Available

The  UN-SCRAMBLE Team

Lorraine Juhl - Phyllis Lilienthal - Genie Owens

1st Quarter - Jan, Feb & Mar

Submission deadline - Mar 27th · NL Published - April 6th

2nd Quarter - April, May & June

Submission deadline - June 20th · NL Published - June 30th

3rd Quarter - July, Aug & Sept

Submission deadline - Sept 20th · NL Published - Sept 30th

4th Quarter - Oct, Nov & Dec

Submission deadline - Dec 20th · NL Published - Dec 31st

Please note: Items submitted after the submission deadline will not be published or will be published the next month if appropriate. This is necessitated by printer deadlines. The Un-Scramble is no longer being printed "In House".

Please call us if you have an address change. We want you to be sure to get your copy of the Un-Scramble.

This Newsletter is available electronically, just call (321) 268-1941, give us the "OK" and your email address and we will do the rest.

Tip: You can magnify the photos with the email version and really see the faces.

Help the VAC save money and some trees...go paperless.

Future Events - 3rd Quarter - 2014

(Dates are subject to change or cancellation - Please confirm all dates before attending)

4 July-----Independence Day
 12 July----Fly-In/Drive-In/Walk-In Breakfast
 15 July----Board of Director's Meeting
 27 July----Veterans Armistice Day
 09 August----Fly-In/Drive-In/Walk-In Breakfast
 19 August----Board of Director's Meeting
 29 August----U.S. CENTCOM Promotion Luncheon
 01 September----Labor Day
 11 September----Patriots Day
 13 September----Fly-In/Drive-In/Walk-In Breakfast
 13 September----AirShow Kickoff meeting - Noon
 16 September ----Board of Director's Meeting
 19 September----POW/MIA Recognition Day
 26 September----QB Governor's Conference Luncheon

COMMANDER'S REPORT

It's starting to look and feel like summer in Florida. Let me thank, in advance, our volunteers who stay on the job all summer. I know that's tough work in these conditions, and I know our visitors sure appreciate what you do. Remember, folks, to watch those heat effects and take care of yourselves.

One of our big projects is overhauling our F-86. Well, actually, our F-86s. Our generous friend Doug Matthews has acquired a second F-86E Sabre, and it will follow our original "Skyblazers" bird through engine and airframe overhaul. It's going to be spectacular when both of them are finished!

We had a successful and enjoyable Memorial Day Open House. You'll see more about it in our Directors' reports. Thanks to everyone who took part in that. Special thanks to our pilots who kept a steady stream of exciting flight activity going.

We're starting to look at plans for the 2015 TICO Warbird AirShow. I think we'll have some great aircraft and acts. Of course, we start incurring expenses long before we realize any payback for the event. So I ask you to think about making a donation for the 2015 AirShow. These early donations give us the solid financial foundation we need to make tough decisions and smart investments, so we can present a memorable, unique show. Don't hesitate to contact me directly with your suggestions for improving the AirShow, and of course, with your donations. You'll make a big difference in your organization and it's AirShow.

We said a sad goodbye to one of our extraordinary supporters and Honorary Lifetime Member Lt. Col. Hiram Mann. Hiram's legacy as a Tuskegee Airman and WWII combat pilot is important to all Americans. We'll miss his (lengthy) stories and quick laugh.

We also said farewell to our longtime volunteer Jack Dorrell. You'll find a longer tribute to Jack in this newsletter. Suffice to say that he was there "anytime we needed anything" regarding the Tico Belle, and totally dedicated to that airplane and to the Valiant Air Command. Our sympathies go out to Joan, herself a vibrant and cherished member of our volunteer family.

Lloyd Morris,
Commander

EXECUTIVE DIRECTOR'S REPORT

Your Executive Officer has been on a very emotional trip experiencing the unexpected gratitude of very many people who expressed their appreciation for the WW-II and Korean War veterans. We travelled to Orlando, Baltimore, Washington, D.C. and return. You volunteers who donate so much to make and keep our dedication to the history of Military Aviation by providing a first class look into the development of the Military Aviation will appreciate what dedication of an all volunteer organization such as Space Coast Honor Flight is. Two of our members: Al Crews and Al Thomas also were on the trip with me. Your other Board of Directors will report on the museums activities and I can only remain thankful that you, those of us associated with the VAC are very fortunate to have so many volunteers who are able and willing to perpetuate the continued moving forward in improving our displays for viewing by the public. I can only repeat that I am proud to be associated with such a great organization.

N. C, "Bud" Evans.
Executive Director

OPERATION OFFICER'S REPORT

Tico Warbird AirShow 2015

The kickoff meeting for the 2015 TICO WARBIRD AIRSHOW will be held in the Museum Library at Noon on Saturday September 13th. This initial organizational meeting is very important as the primary Team Leaders, Key Workers and their areas of responsibility will be established. Lunch will be provided. Tentative AirShow dates are 13, 14 and 15 March, 2015. The actual show date may be shifted slightly once our performer line-up is finalized. Media Day will be on Thursday as we have done the past several years. For this event there will be a special demonstration to salute all Vietnam Veterans. As always we are looking for volunteer support. If you are able to work on any of the set-up or show days, please call and provide your availability and area of

interest. The success of the WARBIRD AIRSHOW is only possible through the outstanding support of our volunteers. Please consider supporting the event and attend the kickoff meeting.

Fly-in Breakfast

Generally we have had a good turnout for our second Saturday Fly-In Breakfast each month.

Between 60 and 80 paid meals has been the norm; however we did have one where over 100 meals were provided by Chef Larry and the VAC Volunteers. You do not have to fly-in to eat. VAC members always have free admission to the Museum so all you pay is \$8.00 for the "cooked to order" breakfast. Everyone enjoys the opportunity to get together to talk about aviation and visit the Museum to see our latest aircraft and improvements. We will continue these each month; the next fly-in breakfast is scheduled for 12 July.

Flight Support For Events

On Saturday, 17 May we supported the Titusville Hosted Space Coast Military Appreciation Day at the Sears Town Mall. Tony Crawford led a formation fly-over in the morning and Lorraine Juhl manned a VAC booth throughout the day.

On Monday, 26 May Dick Russell led Retro Flight in a formation fly-over to support the Cocoa Memorial Day Ceremony. Ron Davis was the radio man on the ground. Also on the 26th Dave Dollarhide in the A-4 provided a fly-over for the City of Jacksonville and Jacksonville NAS during their Memorial Day Ceremony.

On Saturday, 7 June Goofy Flight led by Connie Shad with Steve Wood in the pull provided a missing man salute at Florida Memorial Gardens during Memorial Services for one of our long time members, Leo Bottari. Bob James was the radio man on the ground controlling the fly-over.

Memorial Day Weekend Open House

We had a good number of visitors for our Memorial Weekend Open House Saturday

and Sunday, 24 & 25 May. Goofy Flight, with Jeff Edwards in the lead and Steve Wood with smoke for the pull, provided a Missing Man formation for Hiram Mann on Saturday afternoon. They, along with multiple other formation flights from Spruce Creek, flew-over each day with most of the flights landing for lunch.

FAA

In April the Orlando FSDO Principle Operations Inspector approved the C-47 Flight Manual prepared by Bob James.

Bob Boswell,
Operations Director

MAINTENANCE OFFICER'S REPORT

On the morning of 4/24/14 the C47 departed TIX at approximately 1000 hours headed for an air show at Flagler, FL. Within about 5 minutes of flight the right engine oil pressure dropped to 45-50 psig (normally 85 psig) and the oil temperature increased to 120 degrees C (redlined at 100 C). The captain (Dick Osborne) called for an immediate return to TIX. The power was reduced on the right engine but was not feathered as it was still producing power. The co-pilot (Robert James) concurred in this decision. As soon as the aircraft cleared the active runway the right engine was shutdown. We notified the tower that we would need to be towed back to the VAC. The prop could be moved with considerable effort, not a normal condition.

The following day (Saturday) the oil filter was removed and examined. A substantial amount of metallic material was observed when the filter wafers were separated. Most were bright, shiny and appeared to be yellow in color. A small number of the particles were magnetic. The engine had just under 800 hours since the last overhaul. The last oil sample was normal (50 hours ago). The conclusion was that the engine would require a change out. All the oil systems components will also require a complete flush and cleaning. The oil tank has also been removed

and is undergoing a complete cleaning. The oil cooler and thermo control valve will be overhauled as we are not capable of doing an adequate cleaning of those components. The oil and other hoses were due to be changed later this year and that change out will be moved up to this current operation.

An overhauled engine has been purchased from a member at his cost which was much less than the current going price. We are on a payment plan after making a \$10,000 dollar down payment. We will have to raise the money for this purchase so your donations will be greatly appreciated. We will have to raise about \$30,000 dollars to complete the engine change out. Part of the effort will include a pre-oil system and a "chip light".

Tom Reilly supervised the removal of the prop and the disassembly and cleaning of it. He also volunteered to fabricate all the replacement hoses. In addition to that he is doing the cleaning of both engine oil tanks. The left tank was removed for cleaning as a precautionary procedure. No metallic particles were found in the left oil tank.

We hope to have the "Tico Belle" airworthy in two months or less if all goes as planned.

Robert E. James,
Maintenance Director

PERSONNEL OFFICER

Hard to believe 3 months has gone by so quickly. The membership website (<http://vac.clubexpress.com>) is now fully operational and working well. VAC has over 800 memberships (Individual and Family) and since the system went live at the beginning of April more than 100 new memberships and renewals have been done in the system. I want to thank all our members for supporting this so well. It really has made things more efficient and allowed us to free up the office team to do more to keep things running smoothly. In the coming months we will be rolling out more tools for you, the members, to

keep up to date with VAC and stay connected with the exciting developments in the museum.

As I discussed last Unscramble, we are developing a number of new programs and I am particularly excited about our education program that is coming together for the new school year. We have been in conversation with the Brevard County School Board about how VAC can support K-12 education in Science Technology Engineering and Math (STEM) and we will see some exciting developments in that regard starting in September.

It's snowbird season so a number of our Tour Guides have headed north for the summer. We are always looking for good volunteers to support various activities across the museum so if you or someone you know is interested in supporting the museum, please contact me at vactourguidelead@gmail.com and I will be happy to talk to you about various opportunities we have to support the amazing work going on at VAC.

David Rees,
Personnel Director

GET WELL WISHES

We extend our sincere get well wishes and healing prayers to Norm Lindsay, Judi Davis, Betty Desplaines (Roger's wife), Ray Roberts, Ralph Pineda, Bob Murphy, Jeff Boyken and Dick Mercer. Our thoughts and prayers are with you for a speedy recovery

MEMBERS & FRIENDS GONE WEST

Our sincere sympathy and prayers go to the families and friends of:

LaVerne Earnest Bauer passed to his Father's home on 03 May 2014. Verne became a member of The Valiant Air Command in 1986. He worked at the Kennedy Space until 1995. He is missed by all.

Donald J. Bishop passed to his Father's home on 11 May 2014. Don was a member of the Valiant Air Command since 1988. He was also a member of the Flying Tigers

Warbird Air Museum. His family and friends greatly miss him.

Leo J. Bottari passed to his Father's home on 23 May 2014. Leo joined the Valiant Air Command in 1985. He was a retired Master Sergeant. A Missing Man Formation was flown in his honor Saturday, 07 June 2014 over Florida Memorial Gardens.

Selby R. Burch passed to his Father's home on 17 April 2014. Selby joined the Valiant Air Command in January 1987. He flew one of his P-51 Mustangs in our AirShows for many years. He recently completed rebuilding his P-51 "Dixie Boy" for which he won several awards. He is truly missed by his family and friends.

Lt. Col. Hiram Mann passed to his Father's home on 17 May 2014. The Valiant Air Command is honored to join the nation and especially the military aviation community in honoring the life and achievements of Lt. Col. Hiram E. Mann, USAF, Retired.

Lt. Col. Mann was an original Tuskegee Airman, who flew P-51 combat missions in Italy with the famed 332nd Fighter Group.

Lt. Col. Mann was a frequent participant in Valiant Air Command events, most recently in our 2014 TICO AirShow, which honored the Tuskegee Airman. His career as a combat pilot and his subsequent careers as an educator and spokesperson have rightfully earned him our admiration and respect. We are especially proud to have inducted Lt. Col. Mann as an honorary life member of the Valiant Air Command.

A noon fly-by and "Missing Man" flight at the May 24 Valiant Air Command Memorial Day Open House was respectfully dedicated to Lt. Col. Hiram Mann.

John W. "Jack" Dorrell passed to his Father's home on Father's Day, 15 June 2014. His wife Joan and their three daughters were with him.

One of the greatest assets of the VAC Museum is the dedicated volunteers who give of their time and talents so freely. So many of them have



been there for years doing what they love. We lost one of those special people this week.

Jack started out with the restoration group almost 17 years ago, I believe. He quickly found his favorite spot in the Tico Belle as the "Official Tour Guide" for the C-47. He used his New York charm and his experience as a pilot to share the true history of the Tico Belle with visitors from all over the world. He relished in telling the story of where the King and Queen of Denmark used to sit on the plane while they had ownership of her years before. Kids would have to guess which seat it was as he told his tale. Guests would leave glowing comments as to his expertise in making history come alive. His enthusiasm was just as great at talking guests into a small donation to "Keep her flying." Jack was a major fund raiser for the Tico Belle all these years. Not just at the Museum but on away trips with the plane, he was amazing.

Jack is one of those people you don't forget and many will have stories to share about him. He was our King of the "Twinkie" and "Hi Honey" guy; always followed by a warm hug for "his girls." Jack, you were loved and will be missed by many, but never be forgotten.

PUBLIC RELATIONS OFFICER'S REPORT

This is supposed to be one of the "take a breather" times of the year for our Valiant Air Command. Now that I think about it, that's sort of misleading. Everybody I know is working like mad. Wonder what I'm missing...

We had a successful Memorial Day Open House. Saw the most wonderful sight – Bob James running out for more hot dogs and buns after we sold out. That's success! We did have a gratifying PR effort for the Open House. Lots of free coverage and we got some good rates for our paid ads. Thanks to Bud Evans and Bob Boswell for telling our story on radio and in the press.

We had the pleasure of "timing and talking" the Retro Flight fly-by for Cocoa's Memorial

Day ceremony. They were right on target and right on time. Well done, friends. Thanks to all our "active aviator" friends who share so much.

We set up another fly by for the Space Coast Military Appreciation Day, May 17. First of what we are sure will be a major annual event.

Our Memorabilia Room farewell tribute to Lt. Col. Hiram Mann was thoughtful and elegant. Those of us who attended his services were treated to a church full of laughter and love. A powerful and fitting sendoff for a "larger than life" American.

Ron Davis,
Public Relations Director

PROCUREMENT OFFICER'S REPORT

An early F-100A North American Aviation airplane located at the USAF Arkansas Air Base has been designated for a loan to the V.A.C. The USAF Museum is making plans to ensure that the airplane has been de-miled and has developed the paperwork. The F-102 on the same site is intended for a Texas Museum.

The F-16 Viper mentioned in the last issue of the Unscramble was assembled and appeared in our AirShow. Missing, at this time, is the engine afterburner nozzle to fill out the overall configuration. The USAF "bone yard" is trying to locate an exposed engine nozzle for us.

The F-86F museum display airplane is nearing restoration completion except for the engine. The J-47 engine is still in overhaul rework in Canada prior to reinstallation.

The British Canberra is still undergoing minor restoration work. Planning and funds for repainting the aircraft is in hand.

Procurement activities in support of a growing Valiant Air Command continue, but are not yielding any new blockbuster additions at this time.

The new A-4C Skyhawk is operational and flying requested missions and fly-bys. It looks

great and sounds great and could be doing more profitable missions if we could operate at some of the smaller airports. This would be possible if we could obtain or buy a set of double drum disc brakes. If members are aware of a set or source from a disabled airplane...Please let me know.

The C-47 flight program suffered an in flight engine failure as reported in an earlier article; now we are in need of a new engine and funding to pay for it. Your help with donations directed to the C-47 program will help. One young lady provided some funds with a note on the check reading "Keep the C-47 Flagship flying."

The Smithsonian Institution has again advised the VAC that they will donate a pristine Hummingbird Glider, trailer and accessories to us. The trailer will be available when their warehouse is reopened; The V.A.C. will provide transportation.



(Photo similar to the Smithsonian glider)

Donations: We have received a significantly large personal aeronautic museum. Mr. Arkenbout had been collecting all kinds of airplane models, pictures, books, videotapes, and put them in display condition. He further instructed his wife that they should ultimately be donated to the VAC Included were over 230 various sized metal and plastic models, over 50 books and framed pictures and 2 display cases. We owe a large THANK YOU to his wife, Mrs. Pam Arkenbout.

Bob Frazier,
Procurement Director

A NOTE FROM ANN JAMES

Summer is finally arriving here at the Museum and the special events are slowing up a bit due to the heat. But, we did have a busy spring with an Apollo Lunar Landing group Reunion. It was well attended and our

Volunteer Ladies out-did themselves with set-up and decorations. The group was very pleased and appreciated all their efforts.

An appreciation lunch was planned for the youth that worked the air show this year. The groups included the ROTC, Explorers and CAP. These young people did the security, parking and trash pickup for the air show and did a fantastic job. We hope that we have their great efforts for next year's air show as well.

The Memorial Day weekend was a great success. Lots of people, many for the first time visited our Museum. Lots of hot dogs were sold by our dedicated Volunteer Ladies and all seemed to have a good time. Thanks to Greg & Christine Zahornacky for their major effort in supplying us with beautiful patriotic music all weekend. And a special thanks to all of our dedicated volunteers who make all these events possible. Couldn't do it without you!!

Photos from Normandy:

Steve & Rosie came over from England this year to fly in our Tico Belle. It was his 11th flight in a C-47. He then took these photos with our "Tico Belle" shirt on his trip to Normandy on June 5th. Thought I would share it with you.



From Steve & Rosie;

I have attached a couple of photos of the tee shirts as promised, hopefully I have attached them properly and you can see them, The first is in the square at Ste-Mere-Eglise and the second onboard C47 PH-PBA over her original drop zone just to the west of the same town on 5th June 2014. She was the only aircraft the event to have actually dropped parachute troops on D-Day, the other aircraft present had been engaged in glider towing.

I had many nice comments on the tee shirt with crews recognizing Tico Belle and in particular the crew of the Danish C47 there, as she is a sister ship with both of them having operated in the Danish forces. One crew member had been over to Titusville a couple of years back when TB was out of action and he was very keen to know how she was now, so we were able to recount our wonderful flight in her back in March.

So in spirit and tee shirt at least Tico Belle was back in the skies over Normandy.

*Very best regards,
Steve and Rosie*

*Sincerely,
Ann James*

RESTORATION OFFICER'S REPORT

This month we are truly saddened because one of our members, Jack Dorrell, has taken his last check out flight to the big hangar in the sky. Jack will surely be missed by all, especially manning his duty station over at the TICO BELLE.

F-86 SABRE

We have been tasked with the repairs for the nose wheel well area of the second aircraft. One of our Grumman Gremlins Team members has started the repair work to the damaged nose wheel well areas.

CANBERRA

Another of our Grumman Gremlins Team members is making structural repairs in the aft fuselage tail bumper area. Other members of the Grumman Gremlins Team are fabricating repairs to the damaged front entrance door. The door was removed from the aircraft and brought into the shop for easy access to the equipment needed to complete the repair.

F11F- 1 TIGER

Work continues of the re-installation of the left main landing gear door.

George (Dutch) Graefe,
Project Restoration Officer

RESTORATION HANGAR HAPPENINGS

F105-D

Work continues as follows: Missing panels for the tail end of the fuselage have been fabricated ready for final fit and installation. The only panel left to be fabricated is the drone chute door. Missing hinge covers for the speed brakes have been made and will be installed shortly. The fabricated cannon has been painted and reinstalled in the gun bay. Corrosion issues on the top and bottom of the right wing are being addressed; the left wing has its first coat of primer. Dents have been repaired on the wing tanks and pylons and have their first coat of primer applied. Restoration of the butchered instrument panel has begun. Work on removing the pilot's seat for restoration has begun. Work on the

vertical to repair the damage will be being shortly.

Sincerely,
Norm Daniels.



WAR STORIES & WAR MEMORIES

The Un-Scramble will publish War Stories and War Memories from VAC members when and if there is space available. We reserve the right to reject any submissions for any reason. The Editor.

Aviating With Evans

I am deviating from my regular Aviating With Evans stories to recount my recent Honor Flight trip.

Honor Flight

What It Is and How Did It Affect Me?

Several years ago a speaker at our Eau Gallie Yacht Club "Captains Table" luncheon speaker gave a talk about a newly formed local group that called itself "Honor Flight". It sounded to me that their mission was a very nice way to allow some veterans, who might not have the opportunity to visit Washington D. C., to see the World War II memorial dedicated to remembrance of their sacrifices and service to the country in World War II. The speaker indicated that they needed veterans to sign up to go on one of the trips and I signed the roster with no intent of ever taking the trip. I felt that I could afford to go to D. C. and visit the Memorial and should not take the place of a veteran who couldn't afford to go. I also felt that the only thing close to combat that I had achieved was flying a couple of anti-submarine missions in the Gulf of Mexico making only one contact with a German submarine. We were not allowed to drop our depth charges as the Navy was sending an anti-sub vessel to get the credit. I suppose my 2 Korean combat tours and my Vietnam combat was my way of making up for my not being in combat in WW-II.

I happened to be at the Valiant Air Command museum in Titusville, Florida when the Space Coast Guardian Angels Group was having one of their post-tour luncheons. Our Public Relations Officer at the museum, Ron Davis introduced me to Lt. General Bill Welser who began his persuasive motivational skills convincing me that I should go on one of the trips. Obviously it worked otherwise I would not be writing this story. A long time friend tried to volunteer as my escort but Gen. Welser told him he was going as a veteran as they were running out of WW-II local veterans and they are now taking Korean War era veterans.

Fast forward, I received my first official notice about my projected trip to Washington, D.C. when Mrs. Welser phoned me with the meeting schedule. My wife, Nancy, and I attended the initial briefing which turned out to be much more comprehensive than I had expected. It was there that I was introduced to my "Guardian", Alex Stufflebeam. It was her second trip as a "Guardian" for which she paid the significant amount of cost covering the trip. She and her husband are active duty military and are both being transferred to Alaska in July. Nancy and I were very impressed by the efficient and professional manner in which the briefing and orientation were conducted. As we arrived a host immediately introduced himself and took charge of getting me registered. All of the necessary information was made up with my back pack including all the information I would need about the trip. My escort "Don" then directed me to the various places I needed to check in with; such as the interview with the doctors and nurses and having my picture taken. The formal briefing was conducted by General Welser following a male singing group who sang the National Anthem followed by the songs of each of the services during which the veterans from those services were asked to stand while their branch of the service song was sung. All of the primary staff members of the organization were introduced and there were a significant number of them. One of the many dedicated volunteers, whom I know from his association with the Valiant

Air Command Museum, was Peter Diaz who has been volunteering for a long time on this program and assisted in giving me additional information on the trip. Each of us received our packet which included: Travel plan, Sound-off, Do's and Don'ts and photos of the memorials we were to visit. Nancy and I left feeling that this was a very professional and well planned adventure which I was about to take. I was then really looking forward to my upcoming trip. The only area of concern was whether or not I would be able to get up at midnight in order to make the 0215 arrival time at the Wickham Park Senior Center.

I tried to go to bed early on the 2 nights prior to the departure date (Saturday 31 May) but the best I could do was 2 hours sleep. The night of the 30th I probably managed to sleep for an hour but I had plenty of time to shower and dress arriving at the Senior Center at 0150. Expecting to be there ahead of most of the people, but I was surprised to find the parking lot almost completely filled. There was a parking space open directly in front of the building entrance so I parked and waited to see if someone was going to ask me to move. When after several minutes I decided it was O. K. to park there. I got out of the car and immediately Don met me and escorted me through a welcoming active duty Honor Guard. Just inside the entry door there was a table where I was checked in and then I was escorted into the main auditorium which was filled by active duty Airmen and volunteers. They had food and drinks and my Guardian met me and we were given our briefing along with recognition from the many V.I.P.'s who came to see us off. This included the Commander of Patrick Air Force Base, Congressman Posey and his wife (The Congressman has been at every Honor Flight departure when he was in town and met each trip when he was in Washington) and other local dignitaries. Our group consisted of 17 WW II veterans and 8 Korean War veterans. Three of the Korean veterans were nurses and were the center of a lot of attention and praise. Mrs. Welser and a large number of staff members made certain that all the "t"s were crossed and "i"s were dotted. Another

Veteran was just several days away from his 100th Birthday and the staff presented him with a small cake with one candle on it. We departed by bus at 0330 with a motorcycle escort and did not stop until we reached the airport in Orlando. The wheel chair brigade was waiting and we were wheeled into the terminal where the TSA met us and efficiently processed us through the security check and with their Honor Guard escorted us through clapping and praising crowds, to our departure gate.

Breakfast was waiting for us at the departure lounge and in a very short time we were boarded on our flight to BWI. Before take-off the pilot came into the cabin to greet the veterans saying: "Thanks for your service". The flight was quick and pleasant. So was our arrival at Baltimore where more crowds of people lined both sides of our route through the terminal shaking our hands and clapping as we passed. Arriving at the waiting area for our bus we were met by a group of greeters who included the former Commander from Patrick AFB and other dignitaries who met every one of the Space Coast Honor Flights when they arrived at Baltimore. We were loaded on our bus with the police escort and flew down the Baltimore-Washington Parkway through D. C. and stopped at the U. S. Air Force Memorial. Lunch bags were provided on the trip en route to D. C. From that point and for the rest of the day our Guardians work really began as they pushed the wheel chairs all around the WW-I Memorial, to the Korean War Memorial and then to the Vietnam Memorial Wall. From there we boarded the bus again, much to the temporary relief of the Guardians. That was short lived as we proceeded across Memorial Bridge to the Military Women's Memorial at the entrance to the Arlington National Cemetery. The three Korean War Women Veterans were honored while we toured the Memorial. From there we proceeded to the Tomb of the Unknown Soldier and witnessed the "Changing of the Guard". After a little time viewing the Guard we had time to visit some of the grave sites and memorials of well-known military people such as Audie Murphy.

Our last stop was at the Iwo Jima Marine Statue and we had an extra treat as the Marine Honor Guard was putting on a demonstration drill that we were able to watch. Well travelled and overwhelmed with so much of a wonderful experience and the rare opportunity to visit so many historic places in a very compressed but very well planned tour, we boarded the bus and our police escort whizzed us back to BWI Airport. Some of the same special supporters met us as we entered the terminal including some different V.I.P.'s. The TSA folks were also efficient in getting us through security although some more checks were required but did not inconvenience us. Our Guardians pushed us to the food depot where we were allowed to select our dinners and then all met at our Departure Gate. Another perfectly organized treat was having "Mail Call" where friends and family had been contacted by the "Staff" and had them send cards and letters to their veteran. (One collection of letters I received was from two sixth grade English classes in Perris, California. The teacher e-mailed me later that when she read my "Thank you letter" they all stood and clapped). There is some hope for the next generation.

Once we boarded the Southwest flight for Orlando we were once again welcomed by the pilot and a very funny stewardess. Arrival back at Orlando was another special treat when a bagpipe player led us through the terminal where crowds of well wishers who also thanked us for our service and one lady placed leis made of red white and blue paper flowers around our necks. There was even a lady dressed as "Lady Liberty" (Statue of Liberty) welcoming us. We boarded our bus for Melbourne and arrived tired but energized knowing how much effort had been made by all of the volunteers that made this (and all other Honor Flight trips) possible. An Honor Guard of active duty troops formed a welcome path for us as we re-entered the Senior Center where coffee, snacks and soft drinks were available. It gave us time to decompress and thank our wonderful "Guardian" for their gracious gesture and hard work in paying for our trip and pushing our wheel

chairs from Orlando, Baltimore-Washington, Orlando and home. The entire process is truly impressive, including the briefing two weeks prior to the trip, the actual trip and the follow-up get together which will occur for our group one month following the trip. I'll make a report on that after the event.

There are so many people involved in making this such a well-oiled and memorable event for those of us who were honored to be the recipients. It was a no stress and enjoyable experience. I know it is impossible for me to list the players as there are so many. The key people in the "Space Coast Honor Flight" with whom I was in contact the most were Maj. Gen. Bill Welser and his lovely wife Sue. Everyone associated with this great organization have to be truly dedicated to the goals that are set and the results of their efforts truly showed during our 22 hour day they provided for us.

N. C. "Bud" Evans ©

Amazon Area Search Mission

By Joseph Reus, Major, USAF Ret.

At the beginning of September 1948 the commander of the 5th Rescue Squadron at MacDill Air Force Base called together key personnel to announce that we'd been selected by Headquarters, United States Air Force, to plan and execute a search mission in Brazil's Amazon area for a white man believed to be held captive by an aboriginal tribe.

The Operations Officer covered what little he'd received as a preliminary briefing on what would be required in personnel and equipment, and named the officers who would assume which leadership duties. He then gave us the general search area in far northwestern Brazil on the Rio Madeira, one of the great 'headwaters' of the mighty Amazon River, southwest of the old "rubber capital" a thousand miles up the Amazon at Manaus. Our base was to be at Porto Velho.

The mission commander, pilot would fly our twin boom, clam-shell doored C-82 aircraft carrying a disassembled Sikorsky R-5 helicopter and four riggers for re-fitting, and a search navigator. As the Officer-In-Charge of

the air force wide Land Rescue Training program, and as the navigator of the C-47 aircraft, I was selected for this duty and adventure.



The sighting of the "white" man in the aboriginal village was made by a Brazilian Air Force plane flying at low altitude. The pilot circled back and took a clear photo of the man and small huts. The sighting sparked a query as to who it might be. The national communist party claimed the "white" man was a missing lieutenant, missed 3 years before and thought to have been murdered by an NCO who was serving a life sentence for the crime. The Brazilian government in a tight election contest with the communists for control of the country sought U.S. help to find and publish the truth. We were asked to find the man, solve the riddle, and tell the truth to the news reporters.

We left MacDill AFB on 11 Sep 48 in the C-47 for a nine hour flight to Vernam Field in Jamaica, and Borinquen Field in Puerto Rico. The next day took us to Atkinson Field in British Guiana (now Guyana). On the third day we passed French and Dutch Guiana, crossed the mighty Amazon and landed at Belem, Brazil.

Here we spent 5 days being tutored by the Indian Agency who taught us about Indian groups, their village and hut styles, customs, clothing, etc, because we'd have to note the difference between the Boca Pretos (Pretty Mouth) and Boca Negros (Black Mouth) due to their mouth tattooing- they didn't wear much clothing, but only grown males had tattoos.

Finally, on 19 September we began our inland trip, flying in a very loose formation, first to Manaus where we landed

and met the local officers who still dressed in the German uniforms I'd seen when we'd crossed Brazil in B-24's on our way to North Africa. Germany trained and outfitted most South American forces before WWII. There were no powered fuel pumps so we had to hand crank pumps for over the wing from fuel barrels. Then lunch and back into the air.

We turned southwest to intercept the Rio Madeira and follow it to our grass field strip on a bluff above the river at Porto Velho. The whole village turned out. We were billeted and fed in a large home, formerly the province governors, and took the rest of the day off. Our hosts were an older Brazilian Lt. Colonel and his Lieutenant. They did everything possible to care for us.

On the 20th we got to work at sun-up with the removal of the helicopter from the C-82 aircraft, its re-assembly, testing for flight, and the refueling of both planes for the search patterns. We had a great area to cover between the Rio Madeira and the Rio Machado.

Our search patterns were covered on the 21, 22, 23 and 26 of September, generally with both aircraft and covered thousands of

square miles. Even though we took off at sunrise the big limiting factor was the daily build-up of giant thunderstorm clusters that forced us to land no later than 11:00 AM due to severe turbulence and lack of visibility at the search altitude.

Our work abruptly came to an end when a local member of the Indian Agency discovered which village housed the so-called "white man" and brought him to Porto Velho. He was an albino Indian, and not a captive. The group of reporters were as amazed as we were by this unexpected outcome and gleefully spread the news to the outside world. We had freely talked with them and answered all their questions, which in itself was also unusual.

On the 27th we packed all of our gear and the helicopter and began the long trek homeward, flying back through Manaus, with its ancient refueling, Belem, the Guianas, Puerto Rico, and finally on 30 September landed back at home, MacDill AFB, still laughing at the outcome of all our work. It was a great adventure; we saw many new sights, people and things we've never forgotten.

**Joseph Reus, Major, USAF Ret.
Restoration Volunteer**



Memorial Day photos - May 24 & 25



Snoopy and the Red Baron paid us a visit



It's not Angry Bird, it's Angry Plane



The Goofy Flight doing formation flying for the V.A.C. guests



Flight simulators, very popular



Pedal plane, also very popular



Buy your hot dog and soda, relax and enjoy the view



A beautiful BT-13 flew in

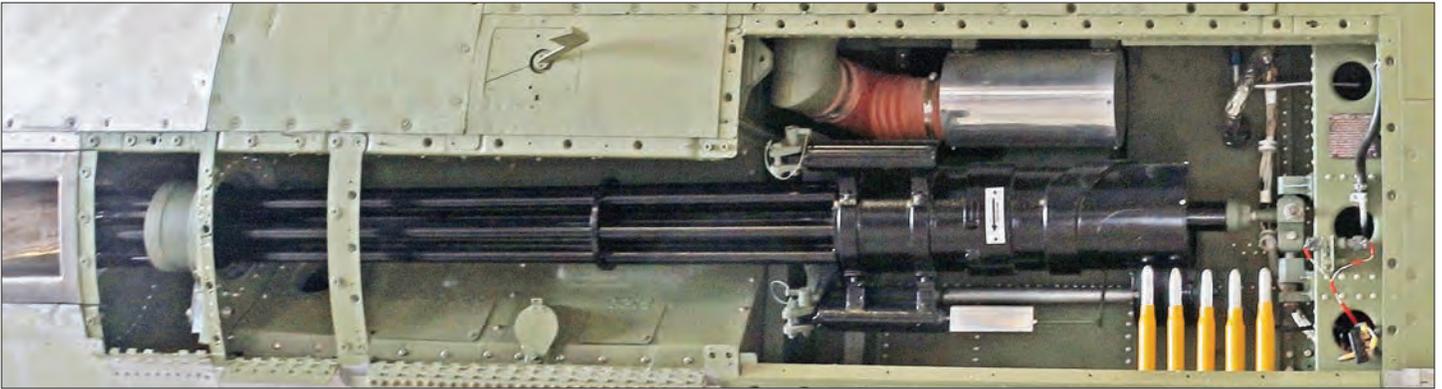


All eyes are on our A-4 as Pilot Dave Dollarhide makes a low pass for our guests

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Restoration fabricated a Gatling Gun from scratch. It is now installed in the F-105 Thunderchief

Remembering Jack • Gone West 15 June 2014



JACK DORRELL