



UN-SCRAMBLE

OFFICIAL BULLETIN OF THE VALIANT AIR COMMAND, INC.
SPACE COAST REGIONAL AIRPORT, TITUSVILLE, FL 32780-8009

VOLUME 24, ISSUE 10

DECEMBER 2002

ROLL-OUT OF CRUSADER WELL ATTENDED

The roll-out of the F-8K Crusader on October 26 attracted over 130 members and guests. The ceremony began at 12 noon with the Palm Bay High School Jr. MROTC Color Guard presenting the flag. The national anthem was broadcast, followed by the Pledge of Allegiance led by Bud Evans, Public Relations Officer.

R. H. (Bob) Frazier, Procurement Officer, presided at the ceremony. Distinguished guests included several F-8 Crusader pilots, each of whom related some history of their experience in the aircraft.

Guest speakers were Capt. Roger Sheets, USN Ret.

and Cdr. John Nichols, USN Ret.

A plaque was presented to Larry Sietsma, sponsor of the Crusader, by Bob Frazier. The plaque expressed the Valiant Air Command's appreciation for his support.

Hal Larkin, Executive Officer, introduced the members of the Valiant Air Command Board who were present.

The meeting was adjourned by Bob Frazier, and the group enjoyed a potluck lunch. (More on the F-8 Roll-out luncheon on page 15). Music performed by "Jumpin' Joe" and his son provided an enjoyable background as members and guests dined.



Larry Sietsma, sponsor of the Crusader, in the cockpit



CRASH KILLS JIMMY ROSSI

Veteran airman James "Jimmy" Rossi, of Ocala, died Monday morning (November 4) in a plane crash, shortly after participating in an air show at Santo Domingo in the Dominican Republic.

Although the cause of the accident has not been offi-

cially determined, Rossi's flying buddy, Tobe Gooden, of Houston, witnessed the crash. The two had done their usual routine in the air show, with Rossi flying his F-86 SabreJet and simulating a dogfight against Gooden flying a Russian MiG-17.

After the show, at 8:40 a.m., they took off from the San Isidro air base with Gooden about 300 feet behind Rossi. They were traveling at 300 mph, 2,500 feet above the ground, when a big ball of flame came out the back of Rossi's plane, Gooden said.

Rossi turned back toward the air base, but it was too far and he

IN THIS ISSUE

Calendar of Events	2
Joe Tobul	3
Christmas Party	4
The Carol Jean	6
Airshow Info and Forms	7,8,9,10
Membership Application	11
Aviating with Evans	12
New Members/Renewals	15
Officer Reports	2,4,5,14,15



Valiant Air Command

6600 Tico Road, Titusville, FL 32780-8009

Tel (321) 268-1941 FAX (321) 268-5969

EXECUTIVE STAFF

COMMANDER	Lloyd Morris (386) 423-9304
EXECUTIVE OFFICER	Harold Larkin (321) 453-4072
OPERATIONS OFFICER	Mike McCann (321) 259-0587 Email: mikewizmcc@aol.com
MAINTENANCE OFFICER	Bob James (321) 453-6995
FINANCE OFFICER	Pieter Lenie (321) 727-3944
PERSONNEL OFFICER	Alice Iacuzzo (321) 799-4040
TRANSP/FACILITY OFFICER	Bob Kison (321) 269-6282
PROCUREMENT OFFICER	Bob Frazier Email: aircraftrhf@aol.com Tel & Fax (561) 848-4549
PUBLIC RELATIONS OFFICER	Bud Evans (321) 984-3343
"UN-Scramble" Editors	Bob and Nita Kison Email: rkison@cfl.rr.com (321) 269-6282

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.

CALENDAR OF EVENTS

BOARD OF DIRECTORS MEETINGS

DECEMBER 10, 2002

12:00 NOON

VAC MUSEUM BOARD ROOM

JANUARY 14, 2003

12:00 NOON

VAC MUSEUM BOARD ROOM

CHRISTMAS PARTY

DECEMBER 6, 2002

5:30 P.M. FOR COCKTAILS, DINNER AT 7 P.M.

VAC MUSEUM MEMORABILIA ROOM

CALL FOR RESERVATIONS: DOSSIE PURCELL AT
321-784-2176 OR VAC 321-268-1941

DID YOU KNOW???

THE ENTIRE UN-SCRAMBLE IS NOW AVAILABLE ON THE WEBSITE IN PRINTABLE FORMAT, COLOR ON ALL PAGES!!! GO TO WWW.VACWARBIRDS.ORG

FROM THE COMMANDER

This is an active time of year for the Valiant Air Command with several major fund-raising projects going on for acquisition and restoration of aircraft. The Board members and membership are trying to make these projects self-sufficient, and everyone's help is crucial to the success of these projects. I appreciate all you are doing! Along with this, many of the same folks take on the tasks of producing an air show. We can use everyone's help.

The Airshow meeting went quite well. We covered all the items that are necessary to run an air show. If you are a leader, please get in touch with me so that I know you are ready with your crew. After the Airshow meeting, we had a pizza party that was a hit with the crowd. We hope to see you all at the next Airshow meeting (not scheduled yet) and don't forget the Christmas party on the 6th of December.

Lloyd Morris

CRASH KILLS JIMMY ROSSI, CONTINUED FROM PAGE 1

was losing altitude. He located an open field. However, it was a heavily populated area, and houses bordered the field on three sides. Rossi could have ejected and ditched the plane, but it might have hit one of the homes, Gooden said.

Initially the landing looked good, Gooden said. Rossi made a nice gear-up touchdown. However, while the field appeared suitable from the air, it had tall grass and many ruts. Rossi's plane bounced and then struck some rusty cars and a truck that were partially hidden by the tall grass. The impact tore off both wings and fuel tanks. Rossi was thrown



from the plane just before it burst into flames.

"It was like a stone skipping on the water," Gooden said. "For a brief second, I thought he was going to beat it. He was an excellent pilot."

A native of Southern California, Rossi, 66, lived at Lee-

ward Air Ranch in Ocala since the late 1980's. He was retired from American Airlines, was a certified flight instructor, a pilot examiner for the FAA, and an FAA-designated aircraft and power plant inspector.

After his retirement 6 years ago, Rossi put more time into aerobatic competitions. Over the years, he participated in several air shows, and performed regularly in the VAC Airshows.

Jim Leeward, owner of the residential airfield where Rossi lived, called the Rossi home on Monday to offer his condolences. He said Barbara told him her husband died doing what he loved best. "We both knew he didn't want to die in a wheelchair or in a nursing home," Leeward said. "He died just where he wanted to die."

(Excerpt from the Ocala, FL, *Star-Banner*)

JOE TOBUL, KOREAN WAR VETERAN, DIES AT AIRSHOW

Several years ago, Korean War veteran Joe Tobul thought of a way to pay tribute to disabled veterans unable to attend the Midlands' Celebrate Freedom Festival.

He decided to fly his restored, dark blue Chance-Vought F4U-4 Corsair, named *Korean War Hero*, over Dorn VA Medical Center, said his son Jim Tobul. A flight over the hospital became a permanent part of the air show, now in its sixth year.

On Sunday November 10, in a tragic finale to the 3-day festival, Tobul, 68, made his final flight.

As he flew southeast toward the hospital in a five-plane



formation that included his son and two grandsons, Tobul's World War II vintage plane began smoking and spiraled earthward, crashing into a marshy field.

Tobul pointed the plane into a wooded area to avoid homes that were 75 feet from the crash site, his family said. "When everything went wrong, he did it all right," said Ken Breivik, a Celebrate Freedom Foundation spokes-

man who spoke for several pilots and family members.

Tobul's love of aviation began early in life. He was born in Painesville, OH, and became a Marine Corps pilot. About the same time he bought the vintage Corsair in the early 1980's, he started a hydraulics company, Tobul Accumulator, Inc. He eventually built a company plant in Bamberg and relocated to Santee.

"Aviation was always his passion, on the corporate side and the hobby side," Jim Tobul said. It took 10 years for the father and son duo to restore *Korean War Hero*, traveling across the country to find parts and manuals. After the plane was finished, Tobul took it to air shows about 20 times each year. The Celebrate Freedom Festival was Tobul's last scheduled air show of the year.

Tobul leaves behind a wife, Nancy, two daughters, a son and six grandchildren.

(Excerpt from *The State*, Columbia, SC)

MAINTENANCE BY BOB JAMES

Tico Belle (39T)—The horizontal stabilizer has been removed and will be replaced with the one from 40L (spare airframe) after the spare completes surface corrosion treatment. This process will take several weeks. The lower sides of the wings and center section of the spare airframe will also require the same corrosion treatment.

The wiring and control cables of the two C-47's have some differences. We will retain the wiring in the

Tico Belle since it seems to have been replaced and is in better condition. The cable differences are a result of the *Tico Belle* having an auto-pilot and 40L does not. This will require some jumper cables to be made. Electrical wire and cables are being identified, marked and, if necessary, removed in preparation for the wing center section exchange between 39T and 40L.

TBM—The majority of the crew is working on the C-47;

however, I am working with several UCF engineering students on the TBM bomb-bay. We received the forward and aft attach elements (total four) in mid-November. A number of missing sheet metal structures will have to be obtained and installed prior to the new fore and aft attach pieces being installed. Most of the bearings in the bomb-bay are missing. The part numbers will need to be determined and parts obtained.

UTVA—The UTVA was run up last week and all systems were nominal. The communications radio was obtained

last week (King KTR905 with FCS590 control head). The cabling will be ready in early December. The mounting for the radio and transponder is being modified to accommodate the new equipment. Hopefully all the remaining items will be complete by the end of 2002.

S2F—A satisfactory run up was accomplished in mid-November; the wings were cycled several times and no new discrepancies were noted. The battery was serviced and charged prior to the run up.

HOLIDAYS IN THE USA



HOLIDAYS IN THE USA is the theme for the Merritt Island (FL) Christmas parade on December 7th this year. The VAC ambulance, along with a presentation of "Pearl Harbor Survivors," will be entered under the category of Patriotic Holidays. If you are interested in participating, call Ann James 453-6995. The parade begins at 10 a.m. at the Merritt Island High School. **Come join in the holiday fun!**

DON'T FORGET THE CHRISTMAS PARTY DEC. 6



The Christmas Party will be held in the Museum Memorabilia Room on December 6. Cocktails (available at a cash bar) begin at 5:30 p.m.; dinner, which will be catered by Indian River Pantry, will be served at 7 pm. All members are urged to join in the festivities.

The fun includes a gift drawing—please bring a gift

(wrapped) costing no more than \$5.00 to participate in the drawing—it's optional. Gag gifts are permitted!! But, of course, you won't know who the recipient will be—that will be determined by the luck of the draw.

Music will be provided by Mal Nurico at the keyboards, and door prizes will be

awarded. You never can tell—maybe Santa Claus will even visit!

The cost per person is \$12.00. Reservations can be made by calling Dossie Purcell at 321-784-2176 or the Museum at 321-268-1941.



PROCUREMENT BY BOB FRAZIER

A good bit of time was taken up by arrangements for the F-8K Roll-out on October 26. From reports I've received, the Roll-out was a success. We may get a couple of magazine articles on it. However, in retrospect and upon reflection, it seems like a three-act play entitled "HONOR": (1) Honor the flag and nation, (2) Honor the aircraft that helped the nation, and (3) Honor the pilots that defended the nation. For all of this, thanks go to the distinguished F-8 pilots—Al Bazer, Dick Bishop, Jim Bo-

wen, Jim Brady, Rick Carlton, John Davison, Dave Haman, Russ Langley, Mac McCarthy, Bob Moore, John Nichols, Jim Patton, Roger Sheets, Larry Sietsma, Alan Stone, and Slim Tinsley. And for supporting the effort—thanks also to Bob Kison, Alice Iacuzzo, Dossie Purcell and their crews.

The F-105 is now standing on its own legs. We were able to locate a nose wheel and tire and have installed them and the main wheels.

We have finally obtained the TBM bomb-bay actuator

arms, valves and small parts for installing the door assemblies.

Procurement of the German BMW Junkers 52 engine continues. Paul Blau is working with the *Yorktown* (carrier) Association to gain release of the engine.

Trips bringing donation items from member Bob Rawls' estate have slowed. We did get more U.S. Army 16mm films, books, and uniforms.

GSA, State of Florida Federal Surplus, and the National Museum of Naval Aviation offices have advised us of the availability of a

number of post-WWII stored aircraft. Financial considerations limit our ability to request any, but we may be in line for a USN T-2 Buckeye.

Re the C-47 *Tico-Belle* Repair Fund—As we start on Phase 2 (reconstruction phase) we need additional funds to hire a professional sheet metal man to help rebuild the nose/cockpit section. New donations are listed on page 6. As of October 31, donations totaled \$38,399 with a balance of \$3,112 remaining. Any additional help will be appreciated.

TRANSPORTATION & FACILITIES BY BOB KISON

Not much to report from here. Research for the needed roof repairs is continuing and an answer is expected by mid-December. Hope it won't be too bad.

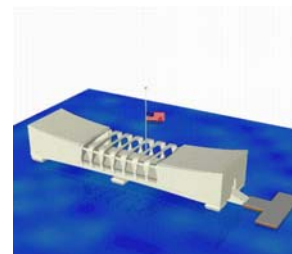
Now that it has cooled down I plan to dig around the oak trees to determine how much excavation will be

necessary to save them. Once that is determined, I will be asking for volunteers to help me excavate and build the necessary retaining walls to prevent soil erosion accumulating around the trees.

Thanks to a non-member volunteer, Darrell Good-

wrench, we were able to re-lamp the memorabilia room for just the cost of the bulbs, saving approximately \$200. While we had equipment in place we re-hung Mike McDonough's L-4 RC model.

That's about all from here, take care.



**PEARL HARBOR
DAY
DECEMBER 7**

OPERATIONS BY MIKE McCANN

At the request of our editor, my remarks will be brief. Much of the past month has been spent in dealing with NASA and the Space Shuttle launch scheduled for March 2003. For those of you who may not know, standard operating procedure for the FAA is to close down the air-space below 18,000 feet in a

30-mile radius centered on the launch pads. From 30 to 40 miles, you need a squawk and a clearance. The times of the restrictions vary but average from six to nine hours prior to the launch window and three hours after. Originally, the launch was scheduled for the 1st of March, which would have been no

problem. But then it was slipped to the 6th, and our show was scheduled for the 7th. Obviously, it would be difficult to run an air show when no one can take off or land from the field. Not good! After several weeks of thrashing about with alternate dates and undoing already made plans, the whole affair

became O.B.E. when I found out the thing had slipped yet again (and again). Anyway, it is now set for the 13th, so we should be clear on that front.

Here at Headquarters we are still in shock over the

Continued page 15

THE CAROL JEAN, B-25

The photos on the back page of the November issue prompted the following response from Don Bishop, Kissimmee, FL:

The most interesting story would be the B-25. This is *Carol Jean*, now part of the collection of the National Air and Space Museum. The last time I saw her, several years ago, she was sitting out on the ramp at Dulles covered with snow and looking very tired, cold and lonely. I hope she

gets a better home in the new wing going up there but, alas, not to fly again, I suppose.



Oh, yes, the INTERESTING story. She was owned by a dentist from Ocala and, prior to delivery to Virginia, made

a low pass through Florida Field in Gainesville during a home football game for UF. That's right—I said "through"—not over! I was

there and once recovered from the shock realized that I was probably one of the very

few among the many thousands who recognized the type and identity of the aircraft. Can you imagine the sound it made coming through at least as low as the light towers? I've always thought he was actually below the light towers and about level with the upper reaches of the east and west stands flying south to north—fortunately before the closing of the bowl as it now appears. It was both one of the stupidest and one of the most impressive and glorious things I've ever seen done with an airplane!

ANOTHER COMMENT ON THE CAROL JEAN

From Paul Shelton of Melbourne, FL:

While reviewing the last issue, I noticed the B-25 *Carol Jean* on the last page. Quite a history. It belonged to an ENT doctor in Williston FL. I have a photo of me sitting in her cockpit at an airshow at "Charlie Brown Airport" in Atlanta. But most interesting—I was at Florida Field

attending a Gator-Kentucky football game when this clown buzzed the stadium below the lights. He was on his way to donate the aircraft to the Smithsonian. I understand the authorities were waiting when he landed. As an old B-25 guy myself, I can say if he had lost an engine coming in, he probably would have killed a bunch of people.

GONE WEST

ART HACKER, member of the Association of Naval Aviation. Art worked with the Valiant Air Command for over 10 years. He was one of a group of three who helped get the approval of the National Museum of Naval Aviation in Pensacola, FL to acquire aircraft. He was a great supporter of all our activities over the years, including manning the beer tents at the annual Airshow.

DONATIONS FOR RESTORATION EFFORTS

THANKS TO Bill Warren of Melbourne, FL, who donated the photo album that included the aircraft shown on the back page of the November issue. We've identified the aircraft; now we need to identify the owners.

TBM AVENGER

Buck Buchanan, Juno Beach FL \$100
 John Cottingham, Cape Canaveral FL \$100
 Bob Jourdain, Miami FL \$100
 Joe Matheny, Titusville FL \$25
 Fran Palka, Jr., Worcester MA \$100
 Ralph Mathers, Melbourne FL \$50
 Forest Ryan, Winston-Salem NC \$100

C-47 TICO BELLE

McFlyer Inc., Daytona Beach FL \$120
 Zdzislaw Szdeurzyk, Canton MI \$120
 James Bond, Richmond Hill NY \$100
 Thomas & Ruth Morris, Satellite Beach FL \$100

F-105 THUD

Larry Seitsma, Merritt Island FL \$1500

THANKS



TICO AIRSHOW

MARCH 7, 8, AND 9, 2003

**SPACE COAST REGIONAL (TICO) AIRPORT, TITUSVILLE, FL
 (ADJACENT TO KENNEDY SPACE CENTER) - OFF U.S. 1 OR S.R. 405
 FUND RAISER FOR THE VALIANT AIR COMMAND WARBIRD MUSEUM**

ALL WARBIRD AIRSHOW Restored Military Aircraft Once in a Lifetime Tribute,
 Dogfights, Strafing, Bombing, Skydiving, Military Jets, WWI, WWII, Korea, Vietnam,
 Desert Storm *** B-25, B-17, B-24, PSI's, TBM, T-34s, Fujis, T-28s, T-6, C-45,
 Messerschmitt, Fockewolfe, C-47 and MORE!!!

FLEA/FLY MARKET **FOOD BOOTHS** **CHALETS**
ADVANCE SEATING

SURPRISES EVERY DAY **MODERN MILITARY**
NO PETS / COOLERS **VENDOR SPACE AVAILABLE**

*** According to Availability

ADVANCE TICKETS

ADULTS	\$10.00.....GATE	\$12.00
CHILD	\$5.00 (4 to 12).....GATE	\$7.00
3 DAY TICKET (INCLUDES FLIGHTLINE)		\$30.00

GATES OPEN 8:30 AM AIRSHOW STARTS AT 1:00 PM
FLIGHTLINE, FRI, SAT, AND SUN 9:00 am TO 12 NOON F/L PASS \$3.00

.....

TICO AIRSHOW 2003 AIRSHOW 2003 ADVANCE TICKET REQUEST FORM

TICO AIRSHOW 2003
 Space Coast Regional Airport
 6600 Tico Road
 Titusville, FL 32780

	Item	Description	Qty.	Price	Subtotal
Name _____		Adult Advance Tickets	_____		
Address _____		3-day Tickets	_____		
_____		Child	_____		

Phone _____					
Method of Payment <input type="checkbox"/> Check		<input type="checkbox"/> Visa		Order total: _____	
Credit Card # _____	Exp. date _____	<input type="checkbox"/> MasterCard		Add \$1.00 _____	
Signature _____				For S/H _____	
				Total: _____	

Phone: 321-268-1941
 Fax: 321-268-5969
 Email: VACinformation@aol.com



IMPORTANT
RETURN TO:
 →

TICO WARBLER AIRSHOW, INC.
 Tico Airshow 2003
 6600 Tico Road
 Titusville, FL 32780
 Ph 321-268-1941 FAX 321-268-5969
 Email: vacinformation@aol.com

VOLUNTEER REGISTRATION FORM TICO AIRSHOW 2003

Name _____ **Phone** _____

Address _____ **Email** _____

What day will you arrive? SUN 3/2, MON 3/3, TUES 3/4, WED 3/5, THUR 3/6
FRI 3/7, SAT 3/8, SUN 3/9 (circle one)

Hotel you are staying at (if applicable) _____

Schedules are 8 am to 1 pm, or 1 pm to 5 pm (indicate your preference)

	DATE	TIME		DATE	TIME
<input type="checkbox"/> GROUNDS, 3/3-3/7			<input type="checkbox"/> FINANCE		
<input type="checkbox"/> TRANSPORTATION			<input type="checkbox"/> PUBLIC RELATIONS		
<input type="checkbox"/> DRIVERS			<input type="checkbox"/> VENDORS		
<input type="checkbox"/> F/L TICKET TAKER 8 AM—12 NOON			<input type="checkbox"/> POSTER		
<input type="checkbox"/> BEER TENT SALES			<input type="checkbox"/> A/S ADVERTISING		
<input type="checkbox"/> PX SALES			<input type="checkbox"/> TOURS		
<input type="checkbox"/> GATE TICKETS 8 AM—3 PM			<input type="checkbox"/> MILITARY		
<input type="checkbox"/> PYROTECHNICS			<input type="checkbox"/> PROGRAM SALES		
<input type="checkbox"/> F/L SAFETY			<input type="checkbox"/> SOCIAL ACTIVITIES		
<input type="checkbox"/> FLIGHTLINE VAC			<input type="checkbox"/> F/L HISTORIANS		
<input type="checkbox"/> SECURITY			<input type="checkbox"/> OFFICE TELEPHONE		
<input type="checkbox"/> MAINTENANCE A/C			<input type="checkbox"/> SPONSORSHIPS		
<input type="checkbox"/> SIGN PAINTING Before Airshow			<input type="checkbox"/> SIGN DISTRIBUTION		

FOR GROUNDS SETUP, PLEASE ARRIVE EARLY

MEMBERS: PLEASE REPORT TO REGISTRATION (PILOTS TENT) UPON ARRIVAL FOR FLIGHT LINE



**IMPORTANT
RETURN TO:**

TICO WARBIRD AIRSHOW, INC.

Tico Airshow 2003
6600 Tico Road
Titusville, FL 32780
Ph 321-268-1941 FAX 321-268-5969
Email: vacinformation@aol.com

WARBIRD PILOT REGISTRATION FORM

Name _____ Member # _____

What day will you arrive (circle one)? SAT SUN MON TUES WED THUR FRI SAT SUN

What hotel will you be staying at? _____

Type A/C _____ "N" # _____ Add'l A/C type? _____ "N" # _____

Oil type viscosity _____ Hydraulic fluid _____
Visible markings _____ Fuel type _____

Member who can fly your aircraft _____

Home Base A/C _____ Crew's Name _____

EACH PILOT PLEASE ENCLOSE COPIES OF THE FOLLOWING CERTIFICATES:

Pilot Certificate _____	Insurance _____
Current Medical Certificate _____	Formation Certificate _____
Biennial Flight Review _____	Aerobatic Waiver _____

(Please check off if enclosed)

MEDICAL—Confidential. The following information will be used in emergency only.

Full Name _____ Age _____ Blood Type _____
Allergies _____
Address _____
City _____ ST _____ ZIP _____
Home Phone _____ Work Phone _____
FAX _____ Email _____

PERSONAL PHYSICIAN INFORMATION

Name _____ Phone _____
Address _____
City _____ ST _____ ZIP _____

NEXT OF KIN _____ PHONE _____

PLEASE SEND INFO ON PILOT AND PICTURE FOR AIRSHOW ANNOUNCER

THINK ABOUT A SPONSORSHIP

WE WANT TICO AIRSHOW 2003 TO BE A HUGE SUCCESS!!! CAN YOU HELP IN A DIFFERENT WAY? Think about it, for \$35.00 (U.S.) you will receive:

- 1. Two advance tickets to the Airshow including two flight line passes**
- 2. Your name (as a sponsor) in the *UN-Scramble* each month up until Air show time**
- 3. Your name (as a sponsor) in the Tico Airshow 2003 Program (deadline January 20th)**

NAME _____ **PH** _____

ADDRESS _____

CITY _____ **ST** _____ **ZIP** _____

CHECK _____ **VISA** _____ **Exp** _____

MASTERCARD _____ **Exp** _____

Tickets will be mailed after January 1, 2003

MAIL TO: VAC Museum, Attn: Alice Iacuzzo, 6600 Tico Rd., Titusville, FL 32780

JIMMY ROSSI MEMORIAL SCHOLARSHIP

At the request of Jimmy's family, the ICAS Foundation has established a memorial scholarship in Jimmy's name. Though details are still being worked out, it is the family's intention to designate a young man or woman each year to receive the Jimmy Rossi Memorial Scholarship to help defray the costs of learning to fly or learning to fly aerobatics.

Rossi learned to fly as a young man after saving money from his paper route and forging the signature of his mother. He went on to become a certified flight instructor, member of the U.S. Aerobatic Team, a captain for American Airlines, and a nationally recognized air show performer. It is the hope of Jimmy's family that this scholarship will help an aspiring pilot find the same joy in flying that Jimmy enjoyed nearly all his life.

Contributions to the new Jimmy Rossi Memorial Scholarship should be sent to the ICAS Foundation, 751 Miller Drive, Suite F-4, Leesburg, Virginia 20175.

Those interested in sending a note of condolence to the family may send that to Jimmy's wife, Mrs. Barbara Rossi, 7164 SE 93rd Street, Ocala, Florida 34472

ATTENTION PILOTS AND WARBIRD OWNERS

Feedback to the editors of the *UN-Scramble* indicates that members are interested in having pilots and their planes featured from time to time. We agree such articles would be a refreshing change to the content of the bulletin. If you would like to be featured, please send an article of approximately 100 to 150 words along with a scannable picture of either you, your plane, or both, and we will feature YOU in an upcoming edition. Remember, the folks out there who don't fly and who don't own a plane are interested in what you are doing, what airshows you attend, etc. Write something for us!!!

MEMBERSHIP APPLICATION

VALIANT AIR COMMAND, INC.

6600 Tico Road, Titusville, FL 32780-8009 (321) 268-1941, 1942

Last Name _____ First Name _____ Middle _____

My Name Tag should read _____ Spouse's Tag _____

Home Address _____ Home Phone _____

City _____ State _____ Zip _____ Bus. Ph _____

Date of Birth _____ Marital Status _____ Occupation _____

Spouse's Name _____ No. of Children _____

Armed Services Time: Yes _____ No _____ Dates _____ Rank _____

Are you interested in: Restoration _____ Warbirds _____ Museum _____ Airshows _____ Volunteering _____

Comments _____

Check Enclosed _____ Cash _____ Visa _____ M/C _____

This Application is subject to review by our General Staff. YOUR INFORMATION IS CONFIDENTIAL

Single (1) _____ \$75/yr Family (2) _____ \$100/yr (DONATIONS ARE TAX DEDUCTIBLE)

Date _____ Signature _____

YOU DO NOT HAVE TO BE A PILOT OR WARBIRD OWNER TO BELONG TO THE VAC

12-02

EDITOR'S CORNER



We hope you enjoyed the color issue in November. We were able to print in color because we were under historic budget for the first two issues. Plus we've saved some money by bar-coding the address labels. We would be interested in knowing if that is speeding up your delivery of the *UN-Scramble*.

You will note we are in color again—thanks to Ron Norris who is sponsoring this issue. Notice the non-address half of page 12. Thanks to Mr. Norris for being our first sponsor!!

We used Publisher this month for the format; the type is a little larger, so there is not as much room for the articles. Is it more readable? The lost space might be worth it if it's easier for you to read.

Thanks to George and Ruth Damoff and Don and Beverly Lockler who

helped with the mailing of the last issue. And, thanks again to Jan Catherwood for her help in proof-reading. We missed a couple but, hey, we're not perfect!

We have initiated an advertising policy beginning with this issue to help defray some of the costs of the bulletin. Advertising rates are displayed on this page.

We welcome your comments: send them to Bob and Nita Kison, Co-Editors, *UN-Scramble*, 7230 Mourning Dove Ct., Titusville, FL 32780. Our email address is included in the list of officers.

HAPPY HOLIDAYS!



ADVERTISING POLICY

To help with expenses involved in publishing the monthly bulletin to the membership and the website of the Valiant Air Command, the *UN-Scramble* will welcome business card size ads to be placed in the bulletin on a monthly, semi-annual, or annual basis. Ads will be printed in black and white. Prices are listed below. Help support the VAC!

Send check and business card or business card size copy to the editors: Bob and Nita Kison, Co-Editors, *UN-Scramble*, 7230 Mourning Dove Ct., Titusville, FL 32780. Make your checks payable to :

Valiant Air Command--UN-Scramble.

Rates: \$25 per month, \$120 semi-annually, or \$200 per year. Copy must be received by the 15th of the month for inclusion in the next month's issue.

Sponsorship of the back one-half page in color is available.

NEW LIFE LAWN CARE

MOW * TRIM * EDGE * WEED WHACK
LICENSED and INSURED



Jeff & Celeste Thibeau

2525 Toups Tr
Titusville, FL 32780

"A Friendly & Professional Service"

(321) 264-7077

AVIATING WITH EVANS BY BUD EVANS, PUBLIC RELATIONS DIRECTOR

It really can't be me he is talking about! I know there is no one else in the room except the very tall, young surgeon and me but—I've faced death so many times before except I always knew the risk, and at least there was a possibility I could survive if the worst should happen. At least that was what I believed. After flying for the Air Force for 14 years through the development of the jet fighter, two combat tours and 3 years of experimental test flying for the USAF, I just had no clue as to what fate this young Air Force oncologist was telling me I was facing!

"Captain, I can see from your decorations that you have been around and I

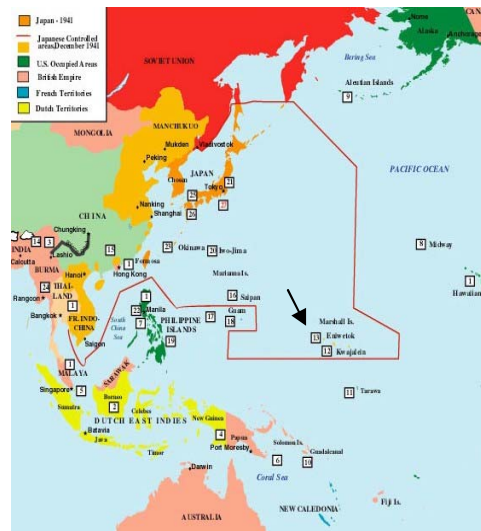
know from your records that you are an experimental fighter test pilot and married with two children. I'm going to give it to you straight. I don't know whether we'll be able to operate on you or not. I'm going to run a series of tests on you next week and if we find any signs that the cancer cells have spread to any part of your body, I won't subject you to painful surgery. It would not save your life. If, by the end of the week when the tumor board meets to review the results of all the tests, we decide that there is no sign that it has already reached another part of your body, we will operate. I have to be very honest with you. Had you come here a month

ago, the only procedure we had was to take your right leg off at the hip. There is, however, a new procedure where we remove all of the lymph glands that are part of the filter system to where the cancerous mole is located. You may not survive the operation. If you do and survive the next 6 weeks, you will have a 5% chance of living for 6 months. If you live 6 months, you will have about a 20% chance of living a year. If you make it for a full year, your chances of surviving will go up to 35-50%. Make it for 5 years and I think you will be 75% cured."

I'm still struggling with the idea that the little mole could be the cause of what I

am trying to comprehend. My mind is telling me that I will at least have a planned weekend with my family in Las Vegas before all of this testing begins. That thought is shattered when Dr. Gathright adds that he is going to put me in a wheelchair and he does not want me to get out of it except to go to the bathroom and get into bed. I tried to protest, but he firmly added that if I'm not around in a month or even a year at least he will know that he did everything in his power to keep me alive.

It was just 9 months since my first exposure to nuclear bomb radiation and other



mysterious phenomenon about which I was ill trained to comprehend. I had been working for 18 months to help develop a "space positioning system" that would guide me to a spot in space within 1/10th of a second. All I had to do was fly 325 miles on instruments, under a light-proof protective hood in an unstable single engine fighter to arrive at a position over "ground zero" where the H-bomb was to explode, and be there within 1/10th of a second! On two of the tests I was positioned just short of

"ground zero" so as to receive the impact of the shock wave arising above the fireball to measure the impact on the whole aircraft. On the rest of the seven shots, I was positioned directly over the bomb at time zero and received the maximum thermal effects and then was hit from behind by the powerful shock-wave. This was to measure the effects on the engine from the shock-wave to see if the over-pressures hitting the tail-pipe would cause the engine to flame out or, even worse, explode! Trying to accurately describe the tension and spectacular occurrences in the cockpit on

each of these shots defies my ability to put into words. I will try to give you an idea of what it was like to: take off from a minimum length runway at night, fly 45 to 50 minutes all on instruments, struggle to keep two needles (progress and azimuth) within ever decreasing tolerances, set all instrumentation switches and, in the last 7 seconds, pull down my light-proof black goggles and cover them with my Nomex flight-gloved hand just at time zero. What happened then will never be accurately described. The instant the bomb ex-

ploded I suddenly was blinded by the whitest, eye-aching intense light that I had ever experienced. It lasted for a long 1½ to 2 seconds during which time I could see the bones in my hand. As the light rapidly decreased, I had to throw up the goggles and try to read my instruments to stay on course, altitude and speed, awaiting the arrival of the shock-wave. The fading light was still intense and, as it diminished, it turned to an ultra-violet color displaying shadows of the thicker metal structure ribs of the fuselage. I then checked the clock for the predicted time of impact of the shock-wave. Early arrival meant that the

bomb's yield was larger than predicted and longer meant it was not as powerful as predicted. I locked my eyes (which were still burning) onto the instruments and flew the aircraft waiting for inevitable impact. That is also hard to describe. I have always likened it to hitting the ground without a landing gear in a high rate of descent. It always took several seconds for me to refocus my eyes on the instruments which were a blur following impact. My highly sensitive "G" meter always was pegged at +22 and -5 g's. Only after the shock-wave arrived and I regained control of the aircraft was I able to unsnap the hood and look out of the cockpit. Each time I was greeted with the most spectacular sight anyone has ever experienced. The fireball was rising close above



me displaying rolling balls of bluish orange turbulence trailed below by a thick tail of dark gray with emerging rings of ultra violet ice-like discs forming periodically as the fire-ball climbed into the upper atmosphere. As I said, the awesome sight is beyond my limited descriptive abilities.

Of the 77 flights I flew from Eniwetok Atoll, only seven were on live bomb explosions. During those flights over that lonely ocean between Eniwetok and Bikini Atolls, I experienced several interesting and exciting events. On one occasion my engine suffered catastrophic failure. I was positioning myself so as to eject inside the Eniwetok Atoll's lagoon but, as fate would have it, I came out of the clouds in a perfect position for a safe dead-stick landing. On the live shots the aircraft suffered skin wrinkling and complete melting of thinner skin metal on the underside

of the flaps, broken tailpipe brackets, cockpit fire and crystallizing of the over-the-shoulder 16mm camera lens filter, plus burning through two of the three layers of asbestos and aluminum cloth protective cockpit hood. On my last mission (almost literally) the wing of my test aircraft suffered damage to the main spar in two places. The aircraft's response to control movements after the shock wave hit caused me to check what I was able to see from my cockpit. With the early dawn light emphasizing the out-

line of the tops of my wings, I was able to see two definite creases in the skin covering the top of my right wing. With a rigid wing that was definitely not supposed to be there! It was a long 235-mile flight back to Eniwetok and, on arrival, I used the manual gear lowering system to reduce the impact of the landing gear struts on the "down-stop" located 1/3 of the way out on the wing. Circling slowly from 25,000 feet, I carefully touched down without flaps and thus completed my nuclear bomb testing career. That was my last visit into the "depths of hell". At that time in 1956,

no one had ever been (nor have they been since then) as close to an H-bomb explosion as I have been. It is not because I was braver or smarter or for any other reason other than I was flying the strongest aircraft in our Air Force's inventory (the Republic F-84F) and was placed closer to the "ground zero" than anyone of the other six aircraft participating in the "Nuclear Bomb Effects On Aircraft in Dynamic Flight" tests named "Redwing".

I sat there in the doctor's office with the knowledge that the culprit mole had begun to

grow while I was on Eniwetok but had not become an issue until I had returned to Wright-Patterson AFB and been transferred to Fighter Test at Edwards AFB. I also knew that the high degree of security we had been sworn to keep prevented me from telling the doctor what I knew was the real cause of my cancer.

No, I did not get to Las Vegas. I did spend a week of painful tests, 11-1/2 hours on the operating table, 17 days in intensive care, 5-1/2 months in the hospital and 14 months working to be the first USAF pilot to be returned to

flight status after having malignant melanoma! All of that time my bosses at the Flight Test Center kept me assigned to Fighter Flight Test. I returned to flying in June of 1958 and remained in Fighter Test Operations until I retired in January of 1966.



WE'LL MISS YOU, JIMMY ROSSI BY BUD EVANS, PUBLIC RELATIONS OFFICER

Being in the aviation business, we recognize the risks involved in separating ourselves from the ties of gravity and every so often gravity wins out. Such was the case on November 4 when one of our finest aviators and an outstanding individual, Jimmy Rossi, flew his last mission. He and a fellow pilot had performed an outstanding flight demonstration in the Dominican Republic with his F-86 and a MiG-17. On Monday

morning just after takeoff, Rossi's F-86 suffered catastrophic engine failure. Jimmy did the only thing any pilot can do in that "coffin corner" and avoided hurting anyone on the ground. He put *Crap Shoot*, the name of his F-86, on the ground for the last time. Unfortunately, he did not survive the crash.

Anyone fortunate enough to have known Jimmy Rossi knew that he was a man of extreme flying skill, true gen-

tlemanly qualities, and an all-around great guy. We would all love to leave the kind of legacy that he has created, and the world is a little emptier without his presence. All of us who have flown single engine aircraft know there are a few places that, if something fails on your aircraft, there is nothing that even the world's best pilot can do to avoid coming back to earth. Why and when that happens is a question that has been asked a

million times and I certainly don't have the answer. Those of us who have been there and are still around to read this know what I mean. Fate, luck, destiny, or whatever you choose to call it, we understand and press on challenging the sky and loving every minute of it—the way Jimmy did. We'll miss you, Jimmy Rossi, but you have left your positive mark on aviation and you will not be forgotten!

EXECUTIVE OFFICER REPORT BY HAL LARKIN

Re the F-9F Panther: The stabilizer, elevators, and landing gear and nose wheel doors have all been primed. The stabilizer and elevators have been installed on the tail section which is ready for prime, inside and outside. After prime, the tail hook is ready for installation. The plenum chamber and the gun deck have been painted. The sliding nose section has com-

pleted the rework cycle and is ready for prime.

The last 10 inches of the shroud was irreparable, so we cut it off, "fabbed" an assembly jig, and attached it to the shroud. Rework of the shroud is 75% complete. The hydraulic system for the in-board landing gear doors has been reworked so we can operate them with a hydraulic

hand pump. The left/right landing gear bays will then be pressure cleaned and primed. Rework of the fuselage is 80% complete. The rework cycle of the right wing is complete and is in prep for prime. The left wing, which has just entered the rework cycle, has a lot of damage requiring repair. The vertical fin and the upper and lower rudders are ready for prime.

We started adaptation of the mobile stand acquired last year to a J-48 engine stand. Yes, we did find the necessary steel! When the engine stand has been adapted, the J-48 will be placed in the stand and rework of the engine will begin. We still need a tail pipe and a tail cone for the J-48 engine. Any clues, please call me at the VAC.

The ME-208 is moving right along. We had to reposition the restoration hangar as it was getting crowded. We put the left/right wings of the ME-208 in position next to the aircraft. When more of the snowbirds return, we will start prepping the wings for paint. As the ME-208 is very close to the ground, it will be

much easier to paint the wings before we install them.

This year we have a new Gremlin, Bud Plikenton, retired US Navy, joining the restoration group. We put him with another Gremlin, Russ Winert, a Grumman retiree. As they were working on the tail section of the Grumman Panther, Bud told Russ that his Navy Chief worked for Grumman on the Apollo program at Kennedy

Space Center. He told Russ the Chief's name was Bill Spaven. Russ said, "I knew him. He worked in our group at the pad. Let's go talk to Bill Waldron," another Grumman retiree. Bill was vehicle manager for LEM-5. Well, the three of them had a long talk reminiscing about the Apollo days. The old Chief, Bill Spaven, passed away several years ago.

FOR YOUR INFORMATION

ALL RESTORATION WORK IS DONE WITHOUT USING GENERAL REVENUE FUNDS

DONATE TO YOUR FAVORITE PROJECT

MORE ON THE F-8 ROLL-OUT BY ALICE IACUZZO

I'd like to thank Wendy Miller, Pat Stewart, and Ginger Felty who helped me with the serving and food preparation for the dedication of the Crusader. The Valiant Air

Command served fried chicken, shrimp, and sub sandwiches. The members brought some delicious dishes, including desserts, to add zest to

our luncheon. We appreciate their help. Over 130 members and guests attended. It was a great day, thanks to Larry Sietsma.

WELCOME

NEW MEMBERS

Jim & Dolly Brady Jacksonville, FL
Anthony & Marian Mercurio Punta Gorda, FL

RENEWALS

Buck Buchanan Juno Beach, FL
Donald & Lorene Camp New Smyrna Beach, FL
Bud & Nancy Evans Indialantic, FL
Joseph & Darlene Fera Live Oak, FL
Nell & Ada Franklin Winter Park, FL
Tom & Jan Freeland Orlando, FL
Wallace & Linda Gilbaugh Warner Robins, GA
Don & Service Gust Melbourne, FL
"Seb" & Ruth Haller Melbourne, FL
Anthony Johnson Orlando, FL
Bob Jourdain Miami, FL
Leo & June Kerwin Cape Canaveral, FL
"Buz" Krauss Crescent, GA
Harold & Audi Mays Augusta, GA
Michael & Janine McCann Melbourne, FL
Jim Mitton Merritt Island, FL
Bud Murray Murrysville, PA
James Pitman Cape Canaveral, FL
Pete Ricardi Titusville, FL
Robert J. Stevens Orlando, FL
Morris & Sara Strauss Charlton, NY
Albert & June Tarter Oviedo, FL
Cyrillo & Alexandra Vergara Merritt Island, FL

PLEASE CONTACT ALICE IACUZZO WITH ANY
NECESSARY CORRECTIONS



**December 31
Official End of
World War II**

AIRSHOW ROOMS—PLEASE RESERVE NOW!!

Each year I try to get the best rates at the local hotels for our members. Please remember when you are calling the hotel to tell them you are a VAC member and give them your member number and credit card to reserve the room at the special rate. So far I have found only two hotels with reasonable rates, so book early, book now!! Last year's hotel is no longer available; other rates are ranging \$89 to \$109. I'll list all next month but for now:

Riverside Inn (on US1) approx. 5 miles N. from the VAC, on the Indian River, formerly Howard Johnson. Special Rate \$40 plus tax, Call 321-267-7900

EconoLodge (on US1) approx. 8-9 miles S. of the VAC. Includes breakfast. Special Rate \$44 plus tax, Special Weekly Rate (7 days) \$38 per night. Call 321-632-4561 or toll-free 1-888-721-9423.

—Alice Iacuzzo

OPERATIONS, CONTINUED FROM PAGE 5

tragic loss of two of our finest brethren, Jimmy Rossi and Joe Tobul. You will read more on this subject elsewhere in

this issue. We will all feel this, plus the recent passing of Jud Deakins, at TICO 2003. Please be careful out there in all that you do.

"You've never been lost until you've been lost at Mach 3." - Paul F. Crickmore

If you received this UN-Scramble in black and white, and are a current member of the VAC—contact the editors.



Valiant Air Command, Inc.

Space Coast Regional Airport
6600 Tico Road
Titusville, FL 32780



Phone: 321-268-1941
FAX: 321-268-5969
Email: vacinformation@aol.com

**WE'RE ON THE
WEB**

WWW.VACWARBIRDS.ORG



F-8K Crusader at Roll-Out, see story page 1

Address Service Requested

NON-PROFIT
ORGANIZATION
U.S. POSTAGE
PAID
PERMIT NO. 129
TITUSVILLE, FL
32780-8009

RON NORRIS

"BUSY MAKIN' DEALS OTHERS ONLY TALK ABOUT"

US 1 - Titusville
ronnorris.com
269-2011



BUICK® PONTIAC · GMC · HONDA

THIS COLOR ISSUE PROUDLY SPONSORED BY RON NORRIS , 1350 S. WASHINGTON AVE, TITUSVILLE, FL