



UN-SCRAMBLE

OFFICIAL BULLETIN OF THE VALIANT AIR COMMAND, INC.
(a 501(c)(3) non-profit organization)
SPACE COAST REGIONAL AIRPORT, TITUSVILLE, FL 32780-8009

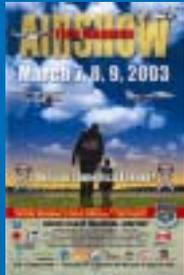
Volume 25, Issue 3

March 2003

IT'S AIRSHOW TIME!!!

We are quickly approaching Airshow time; last minute arrangements and plans are in progress. Volunteers are still needed in some areas; if you can help, please call the VAC at 321-268-1941 or email vacinformation@aol.com. If it isn't possible for you to volunteer, please be sure to attend YOUR annual meeting and participate in the many planned events.

Some of the aircraft to appear in the show



(Left) The Douglas A1-D Skyraider, flown by Mike Schloss, has a prop 13.5 feet in diameter. It was designed to replace the Dauntless Dive Bomber and

continued on page 6

INSIDE THIS ISSUE

Officer Reports
2, 3, 5, 15

Calendar of Events 2

Yesterday's Battles 3

Airshows of Interest 4

Pilot Bios
6, 7, 10, 11

Color Centerfold 8, 9

Welcome Colonels 12

Seed Money 13

Aviating With Evans
14

The F-86 Sabre (right) was the most prolific jet fighter ever produced by the United States. Flown by Mike Keenum and Chuck Scott this year, *Mig Mad Marine* is owned by Mike Keenum of Chicago, IL.

continued on page 7



The Siai-Marchetti SF.260 (left) flown by the Marchetti Maverick team has a 260 HP Lycoming engine and a top speed of 250 mph. It is fully aerobatic and can be configured with external racks for bombs, rockets, or a machine gun.

Spruce Creek Fly-In in Daytona Beach, FL, home of the Marchetti

continued on page 6

MORE PHOTOS ON PAGES 8 and 9



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 Email: mikewizmcc@aol.com (321) 259-0587
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: aircraftrthf@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

APRIL 8, 2003

12:00 NOON

VAC MUSEUM BOARD ROOM

ANNUAL MEMBERSHIP MEETING/AIRSHOW

MARCH 7, 8, AND 9, 2003

PROCUREMENT by Bob Frazier

Looking back is fine if it doesn't take too long and we learn something. However, now it's time to look forward to the VAC's 2003 Airshow. It's time to volunteer to work at the show, or to sell tickets, or to distribute posters in your area, or to get your friends/neighbors to attend. Still other activities continue.

TA4J SKYHAWK: Looking forward offers surprises and new opportunities. I have been trying for 4 or 5 years to get a Douglas A-4D for the Museum. We came close twice only to be out-prioritized at the last minute. Suddenly we have been offered one that will be coming from Puerto Rico and the Navy Squadron with TA4J's. These are the last five TA4's in the Navy which will be retired in July and made available to museums or destroyed. On the promise that the airplane will be flown (???) to the Museum, we committed to the first one.

T2C BUCKEYE: We have completed a cost estimate for VAC volunteers and equipment to disassemble and find trucking to move (flying was canceled by USN) the aircraft to the Museum. I also obtained cost estimates from a company that will disassemble some of the other T2C's and a trucking company that will be transporting some of them. At this point, the estimates favor the contractors.

BMW-132: Persistence by Paul Blau and myself has paid off. Locating some Martin Caidin IRS donation forms and historic data on the engine and the JU-52, *Iron Annie*, when it was based in Florida and on Merritt Island, helped. It convinced the *Yorktown* Carrier Museum that the engine would be more appropriately displayed in our Museum.

F-105: Reassembly continues, but at a slow pace. The cold weather and personnel availability have affected the effort.

EXECUTIVE OFFICER

by Hal Larkin

F9F Panther: The tail section and the sliding nose section have been painted their final color. The fuselage is in prep for final paint which will be after the Airshow. Re-work of the T-2B bomb racks is 75 percent complete. The wings are still in re-work as they require a lot of work. We have adapted an old piece of ground support equipment to a J-48 engine stand. The engine is now in the adapted stand and is in the re-work cycle. It will take a lot of re-work. We're still trying to locate parts or drawings for the missing cockpit equipment. The nose wheel strut will not hold air pressure, so after the Airshow we will also assemble the nose wheel strut and replace the "O" rings and the wiper seal. That is after we find the correct "O" rings. Re-work of the shroud is complete and it is ready for installation in the tail section. We are missing the lower engine mount for installation in the airframe. With no prints, this is one time a good memory is handy! The engine mount is in fabrication in our machine shop.

The ME-208 is moving right along. Wings are in prep for paint. After paint, the wings will be installed and the ME-208 will once again sit on its landing gear. After that, the stabilizer, elevator and rudder will be installed. We were fortunate to have someone donate a lot of junk metal; that is what they called it. But I call it gold! And that is how it goes--you never know where you will find parts or material.



YESTERDAY'S BATTLES: WORLD WAR II
 ARCTIC DISASTER AND TROPICAL DEPRESSION
 by Jeff James, VAC member

March 1943: The new year had begun poorly for the Japanese Empire as they finally conceded defeat and withdrew from the strategic island of Guadalcanal. In an effort to shore up their remaining defenses, additional troops were dispatched to New Guinea and the Aleutian Islands of Attu and Kiska.

Attu and Kiska represented the only successful part of the operation to invade Midway Island in the central Pacific in June 1942. Since the Japanese Navy lost four front line aircraft carriers at Midway, the capture of two remote, wind-swept islands was small consolation. However, the occupation of these islands was a major embarrassment to the American government. Although they are islands, Attu and Kiska are considered to be a part of the North American continent. Therefore, a major operation was in the works to drive the Japanese out. Before this would take place, a blockade was mounted against the two islands. After the Japanese lost two transport ships to the blockade, it was decided to send a heavily escorted convoy to the Aleutians. Four cruisers and five destroyers would provide the muscle. They were confronted by a much smaller group of six American vessels, which included four destroyers and two cruisers. The firepower advantage was clearly in Japan's corner. However, they were also burdened by having to protect the convoy, while the American ships had no such concerns. A long-range artillery duel developed, with the Japanese focusing their attention on the cruiser *Salt Lake City*. Although numerous shells landed near the *Salt Lake City*, her captain followed a policy of "chasing salvos." Each time a salvo of shells landed near his ship, he would steer in that direction. The Japanese would compensate for the previous miss in the opposite direction. The result was spectacular.

In the early part of the battle, over 200 Japanese shells exploded within 50 yards of the cruiser, but none hit! Finally, the Japanese found the range and hit the *Salt Lake City*'s engine room, bringing her to a dead stop. As escorting destroyers laid smoke around the crippled cruiser, a miraculous event occurred. The *Salt Lake City* ran out of armor piercing shells, so they began firing high explosive shells. These looked much like falling aircraft bombs when they exploded, so the Japanese began firing into the clouds with their anti-aircraft guns! Convinced he was under air attack, the Japanese commander decided to retreat. Little did he know that only a thin line of smoke separated him from the helpless *Salt Lake City*. The Japanese warships and transports returned to base, never having reached their objective. No further supply convoys would be sent to the beleaguered garrisons on Attu and Kiska.

While that battle was an embarrassing defeat, at least the Japanese could point out that they had not lost any ships. The same could not be said in the tropics. The Japanese garrisons of Lae and Salamaua, in northern New Guinea, were under heavy pressure by Allied forces. A convoy of eight transports and eight destroyers was organized to reinforce these locations. They sailed from Rabaul on February 28, 1943, under cover of heavy clouds. Japanese meteorologists had predicted this would be the case for several days. Instead, the weather cleared and the convoy was spotted on March 1. A force of hundreds of bombers from the 5th Air Force hurried out to meet them. Deploying a new tactic called "skip bombing", B-25 Mitchell medium bombers began blasting away at the convoy. The bombs were dropped at very low altitude with delayed action fuses. This allowed them to "skip" across the water into the sides of a ship, hitting much like a torpedo. The results were incredible. By nightfall all eight of the transports were sunk along with four of the escorting destroyers. Of the 6,000 troops in the convoy, only 2,000 were saved. A mere 100 men managed to reach New Guinea in their life rafts. Much like in the Aleutians, this would be the last major Japanese attempt to resupply New Guinea with troops by sea. Alarmed by these and other developments, the commander of the Japanese Navy, Admiral Yamamoto, began planning his next offensive. He also decided to inspect some bases near the front line. This would prove to be his last mistake.



The Star Wars group (an all-volunteer organization) will be assisting at the Airshow. Welcome All Trekkies!!!

C-47 Repair Fund: Since Titusville actually had snow last month and Santa Claus was still on his rounds, the C-47 fund received some very significant gifts. They included one of \$5,000. Because these were deposited after the first of the year, the totals as of January 31, 2003, were \$45,403 in donations with a remaining balance of \$6,204. The repairs and replacements to the *Tico Belle* are now obviously visible.



Graham Meise, Warbird Adventures, (VAC member) from Kissimmee will be giving T-6 rides at the Airshow.

EDITOR'S CORNER



Thanks to Dick and Wendy Miller, Jan Catherwood, Art "Chris" Christianson, and Frank Pound for their help in getting the February issue ready for the Post Office at the monthly "Peel & Stick" party.

As mentioned last month, our commitment to the newsletter publication is for one year; it expires in August 2003. We received what we considered a nice compliment--someone asking if we were professionals. In case anyone interested in the editor job is intimidated, let us assure you--we are not professionals in any sort of publishing capacity. We're just two volunteers who want to improve communications. Actually, we're just a couple of "hick" farmers from Idaho, but we had some ideas for improvement and wanted to act on them; hence we took on the job to fill the gap. This month's issue begins construction with a new computer program; the program and any knowledge we have acquired will be shared with whomever steps up to the plate. Please let us hear from you.

Let's have a great Annual Meeting and Airshow!!!!

AIRSHOWS OF INTEREST

March 7-9, 2003: Valiant Air Command's TICO Warbird Airshow 2003. Space Coast Regional Airport, Titusville, FL. Contact Mike McCann (321) 259-0587 mikewizmcc@aol.com.

March 16, 2003: Fantasy of Flight! This is unfortunately a private airstrip, but on March 16, 2003 it's NOT! The 2nd Annual FloridaPilot.com Fly-In at Fantasy of Flight is scheduled for March 16, 2003, celebrating 100 years of Powered Flight! (Rain date March 23, 2003).

March 22-23, 2003: Florida International Air Show, Charlotte County Airport, Punta Gorda, FL. Contact Mr. Thomas W. Garrard, 520 East Olympia Ave., Punta Gorda, FL 33950. (941) 639-7020. GAR4@sunline.net. (This is a date change!)

March 22-23, 2003: Tyndall AFB, FL (USAF Thunderbirds).

March 22-23, 2003: Thunder in the Valley Airshow. Columbus, GA. Contact Trip Selman (706) 327-2634 ext 16. www.thunderinthevalley.com.

March 28-April 1, 2003: NATA Formation and Training Clinic. Right before the Sun 'n Fun EAA Fly-In at Lakeland, Florida, NATA (North American Trainer Association) will hold a Formation and Safety Training (FAST) Clinic at the Sebring, Florida (SEF) airport. FAST will broaden any pilot's horizons by improving individual flying skills, concentration and discipline. The key: practice, practice and more practice! All military-style aircraft, (bubble canopy, tandem seating and low wing) are invited to participate. Pilots need to be affiliated with EAA Warbirds, NATA, Commemorative Air Force, T-34 Association, VAC or the Canadian Harvard Aircraft Association to participate. Check pilots for this FAST are among the best in the Warbird community. Visit www.warbirdmuseum.com for more information or contact KT Budde-Jones at 407/33-1942 or programs@warbirdmuseum.com.

March 29-30, 2003: Airshow 2003. Huntsville, AL. Contact Todd Nash (760) 727-3604. www.airshows1.com.

March 29, 2003: Open House & AirShow at Albert Whitted Airport, St. Petersburg (SPG) We Need Your Help to keep this airport open! Mail your donation check to: Aviation Day, Albert Whitted Airport c/o Jack W. Tunstill, 9132 124th Way N. Seminole, FL 33772. Cell: (727) 415-3357. warjacaviation@aol.com

April 2-8, 2003: Sun-N-Fun. Lakeland, FL. (863) 644-2431. www.sun-n-fun.org.

April 12, 2003: Keesler AFB Air Show, Biloxi, MS. Contact David Schultz (228) 377-4074. www.schultzairshows.com.

April 12-13, 2003: Vidalia Onion Festival Airshow, Vidalia, GA. Contact Gary Cambell (912) 537-8684

April 12-13, 2003: Williston Airport (X60). Second Annual Wings Over Williston. (352) 528-0048 Fax: 352-528-4342 www.wingsoverwilliston.com.

April 26-27, 2003: Dobbins ARB Open House, Dobbins AFB, GA. Contact Maj. Richard Riddle (770) 919-5110. www.dobbins.af.mil.

April 27, 2003: Patrick AFB Open House and Airshow. Applications need to be in by February 26th. Contact Paul Vasconi (321) 728-3292. worldair1@earthlink.net

May 3-4, 2003: Ft Lauderdale Air and Sea Show, Ft. Lauderdale, FL. Contact Leni Smith (954) 467-3555. www.nationalsalute.com.

May 3-4, 2003: May Fly Air Show, Florence, SC. Contact Julie Davis (843) 665-0515.

May 24-25, 2003: Miami. Wings over Miami Museum is holding its Annual Warbird Fly-in, this year titled "Salute to America". Airshow is at the museum location at Kendall-Tamiami Executive Airport (KTMB). FMI, call Vincent Tirado or Walt Orth at (305) 233-5197. www.wingsovermiami.com.

June 25 - July 4, 2003: World Aerobatic Championships Competition to be held at Lakeland, Florida - The International Aerobatics Commission (CIVA) announced that the United States has been selected as host country for the XXII World Aerobatic Championships in 2003. The championships will be held June 25 through July 4, 2003, at the Sun 'n Fun Fly-In campus at the Lakeland Linder Regional Airport in Lakeland, Florida. Between 800-1000 pilots, officials and judges from 15-20 countries are expected to participate, along with the top aerobatic pilots from around the world. www.sun-n-fun.org.

July 2-6, 2003: Vietnam Helicopter Pilots Association. Orlando, FL. Contact Don Royce (407) 870-5367.

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

OPERATIONS by Mike McCann

Work on TICO 2003 is ramping up rapidly now that we are 3 weeks or so away. I would ask that those of you who plan on attending with your aircraft please get your registration forms (which should be included in the past couple of issues) to us ASAP. It helps to cut down on the last minute thrashing around that always seems to occur and also helps give me an idea of what and who we are going to have to work with. I am particularly looking for solo performers who can help entertain the crowd in between the mass fly-bys. This has not been an easy year, what with the recent loss of Jud Deakins, Jimmy Rossi and Joe Tobul. Their presence and their aircraft will be sorely missed.

I am pleased to announce that we have reached an agreement with the Army Aviation Heritage Foundation out of Atlanta, GA, to put on their Vietnam Airpower show at TICO 2003. They made us a very attractive offer to do this show for little other than the cost of show fuel and rooms. This is a highly impressive and polished group and they promise to put on an exciting show. They plan on bringing three UH-1 Huey's, two AH-1 Cobra's, one OH-6 Scout, one CV-2B Caribou, one L-19D Birddog, and a U-21 King Air.

As mentioned in earlier issues, we are planning our Thursday fly-out luncheon and Press Day conference for Thursday, March 6th, at the 4th Fighter Group Restaurant at Orlando Executive airport (ORL). Please either purchase your tickets ahead of time or call the VAC or Dossie Purcell at 407-677-1779 to give us an accurate headcount. Last year's event at New Smyrna Beach was a lot of fun and I anticipate this year will be as well. The potential conflict we were going to have with the space shuttle launch obviously will not be a factor this time around. To be honest with you, I would much have preferred *Columbia* to be home safely and NASA busy readying for another launch than the situation we now find ourselves in.

In other recent developments, preparations are underway for us to host the USAF F-15 Demonstration team (another great airplane I am particularly partial to). I can't recall the author (I think it was Hemmingway?), but a writer once remarked that no matter how many different fighters a pilot flies, his heart will always remain true to his first. That is certainly so in my case. Additionally, we are expecting Chuck Scott in Mike Keenum's F-86, Gene McNeely in his beautiful T-6, Clyde Zellers performing in Ray Thomas's T-28, Lee Lauderback in the magnificent *Crazy Horse* (I have a sentimental attachment to that machine now as well), and Dr. Mike Schloss in the mighty A-1 *Naked Fanny* (any of you trivia buff's out there know what this name references?)

I can still use some volunteer helpers the week of the show, mainly to host our military members and work logistics with items from Patrick AFB. Nothing glamorous, but necessary nonetheless. I sometimes have people ask me what can

they do to help on the day of the show and, while that is helpful, the real work takes place in the weeks leading up to the actual execution (hopefully not mine).

I look forward to seeing all your smiling faces again this year at another great TICO Airshow!

"Never fly in the same cockpit with someone braver than you."
- Richard Herman Jr., in "Firebreak"



The Army Aviation Heritage Foundation from Atlanta GA, will present its Vietnam Airpower Show at TICO 2003

This is a highly impressive and polished group and they promise to put on an exciting show. They plan on bringing three UH-1 Huey's, two AH-1 Cobra's, one OH-6 Scout, one CV-2B Caribou, one OV-1B Mohawk, one L-19D Birddog, and a U-21 King Air.

PUBLIC RELATIONS by Bud Evans

The Public Relations effort for the past several months has been directed toward the Airshow. I want to see all of the restored Warbirds owned by you members show up in Titusville during the 7-9th of March to support the effort being made by our volunteers who show the young and old what aerial warfare machines were like in past wars. We have some great events this year, despite the tragic losses of several of our loyal members and their beautifully restored aircraft. We will keep the show moving forward in memory of those dedicated pilots who, through their efforts, kept the public educated as to what strides military aviation has made since World War II. It's your organization, and you all know it depends on your support to keep the crowds pouring in to get a close-up look at the great job each of you has done with each and every restored Warbird. Don't forget that we are back at the 4th Fighter Group Restaurant at Orlando Executive Airport at noon on the 7th of March. SEE YOU THERE!!!!



Maverick team, has the single largest contingent of Marchettis in the United States--seven at last count, and growing!

Designed by the legendary Italian aero engineer, Stelio Frati, the SF.260 was conceived as a fast, nimble sport aircraft. Configured as a trainer and light attack craft, it soon joined the air forces of several NATO nations, then migrated to squadrons in the Middle East, Asia, Africa, and was a candidate for the U.S. Air Force Academy training aircraft. The largest single contingent of SF.260s (250 examples) belongs to the Belgian Air Force, which operates them as basic trainers and close air support aircraft. Over 800 SF.260s have been constructed to date, most assigned to military duty. The Marchetti's jet-like control feel and agile performance have made it a favorite among aerobatic and formation pilots of the world.

Members of the Marchetti Mavericks consist of: (1) Bob Gandt, ex-Navy fighter pilot, member of the Redhawk Aerobatic Formation team, and a captain for Pan American and Delta airlines. Also a screenwriter and aviation author whose latest novel is "Acts of Vengeance"; (2) Ron Keilin, a veteran aerobatic and commercial pilot who holds an airline transport rating, is qualified in a myriad of single and multi-engine aircraft. In his other life, Ron is a successful dentist; (3) Dave Cummock who possesses a wealth of military and civilian aeronautical experience. Retired after 30 years' service as an Air Force and Air National Guard fighter pilot who finished his career with the rank of colonel and commanding an A-10 Thunderbolt Group. In a parallel career, he flew for 30 years as a captain for American Airlines; (4) Jim Weldon who entered Air Force flight training in the same class with Dave Cummock, flew fighters both on active duty and as a member of the Air National Guard. His aviation experience ranges from flying bush planes in the Central American jungles to flying 747's around the world as a captain for Pan American and, later for Delta Airlines; and (5) Jerry Mercer, founder and former chairman of AirNet Systems, a successful air express and charter airline. He performed with his BD-5 microjet on the air show circuit as a member of the Bud Light air show team. In addition to owning and flying various aerobatic airplanes, he has established records and competed extensively in the world of high performance sailplanes.

Douglas A1-D Skyraider and Mike Schloss, continued from front page



first flew in 1945. It was produced in seven versions with 28 variations. Its service life lasted from 1946 to 1972 (26 years) and it has been deemed as the most successful attack airplane in American military history.

Some of the specifications of the Skyraider are: Engine, Curtis Wright R 3350-26WD; Horsepower, 2700; Performance, Max cruise 300 knots (VNE 415K below 7500 feet); Service Ceiling, 36,000 feet; Combat Range, 1100 miles; Basic Weight, 13,456 pounds; Normal Gross Weight, 18,875 pounds; Overload, 25,000 pounds; Dimensions, wing span 50 feet, length 38 feet 10 inches, height 15 feet, 8 inches; Armament, 4 20mm Mark 3 canons in the wings. 15 hard points on the wings and the belly. Capable of carrying 2000-lb. bombs, rockets, napalm, torpedoes, and nuclear weapons (and the kitchen sink which it dropped on the North Koreans during the Korean War). It could carry more bombs than a B-17 and lift its own weight in ordinance.

The TT code on the tail of this aircraft is from the 602nd Special Operations Squadron based at Nakhon Phanom (NKP), Thailand. One nickname for NKP was "naked fanny" which provided the inspiration for the nose art on this aircraft. The 602nd Skyraiders were called "Sandys". They flew some of the most dangerous missions in the Viet Nam War, providing low level support, night bombing missions, and laying down a "curtain of fire" around downed pilots until a helicopter ("Jolly Green") could come in and extract them. They were affectionately known as "Spads", which some say was short for "Single Place ADs" or perhaps as a reference to their antiquity during a war which was fought well into the jet era. Most of the Skyraiders were either lost in action or given to the Vietnamese Air Force. There are only about eight Skyraiders flying in the United States today.

Mike Schloss, the pilot, is a cardiologist from New York City. He has about 4500 hours of flying time and holds commercial, single and multi engine land and seaplane licenses, as well as an A&P and IA certificate. He is a member of the VAC as well as the current president of the EAA Warbirds of America. This is an organ dedicated to keeping our Nation's flying heritage and aviation military history alive.

F-86 Mig Mad Marine, flown by Mike Keenum and Chuck Scott, continued from front page

Last year's show was flown in Jimmy Rossi's F-86, *Crapshooter*, by Jimmy Rossi, Mike Keenum, and Chuck Scott on successive days. Last November, Jimmy tragically lost his life in his F-86, and this year's show is a tribute to Jimmy and his showmanship, flying skill and dedication to aviation for his entire life.

The F-86 was manufactured from 1947 through 1957, and over 9800 aircraft were built in various types. The Sabre was originally designed in 1945 as a straight-winged jet fighter for the U.S. Navy known as the XJ Fury. Swept-wing research captured from the Germans during World War II was used to improve the original design, and the result was the F-86 Sabre Jet. This aircraft would dominate the skies over Korea and result in an estimated 10 to 1 kill ratio of Sabre versus MiG 15.



Mike Keenum is a Certified Orthopedic Specialist in Physical Therapy. He is the owner of Othosport Physical Therapy which operates ten outpatient clinics through the Chicagoland area. Mike is married and the father of three daughters. He served in the U.S. Air Force from 1968-1972 as a crew chief on F-105's and F-106's. He received his pilot's license in 1984 and has earned fixed wing, commercial and multi-engine ratings as well as a commercial rotorcraft rating. In addition to the Sabre, Mike owns a King Air 350 and a Hawker Sea Fury and helicopter. Mike flies all the aircraft and races the Sea Fury at the Reno Air Races with former astronaut Hoot Gibson serving as the race pilot.

Chuck Scott is a former Navy fighter pilot who served in Viet Nam aboard the aircraft carriers *Ticonderoga* and *Shangri-La* flying the F-8 Crusader. He has over 165 combat missions and 250 carrier landings. Currently he is an airline pilot flying the Boeing 737 for Southwest Airlines. In his spare time, he flies the A-4 Skyhawk for Advanced Training Systems of Phoenix, AZ.. Chuck is married and the father of three and grandfather of three. He lives in Houston, TX.

THE SPITFIRE AND ELIOT CROSS



Eliot "Crossbow" Cross of St. Augustine, FL, began flying aerobatics at the age of 20 while still in college. Growing up around the likes of many airshow legends, Eliot soon developed a natural talent as an airshow performer.

For over 20 years Eliot has been flying airshows as well as instructing in glider and aerobatic aircraft. He began flying airshows in a Pitts Special and his Great Lakes Bi-plane and for many years was Jimmy Franklin's wingman/opponent in the dueling Wacos. Other airshow aircraft in which Eliot has thrilled spectators have been the Coors Lite Silver Bullet jet, Pepsi Skywriter, Supermarine Spitfire, and the T-6 Texan. Currently, at various airshows around the country, he performs in his Boomerang and Soko Galeb jet.

Amassing an excess of 6000 total hours in all types of aircraft, as well as being a certified airframe and powerplant mechanic, Eliot has also flight-tested various aircraft. In 1996, Eliot went on board Stallion 51 Corporation where he is an instructor and demonstration pilot in the P-51 Mustang.

MORE OF THE PILOTS, PLANES, AND PERFORMANCES TO APPEAR AT TICO 2003



LEE LAUDERBACK AND *CRAZY HORSE* - SEE STORY PAGE 10



SPITFIRE FLOWN BY ELIOT CROSS - SEE STORY PAGE 7

DICK
FOOTE'S
F4U
WILDCAT

SEE
STORY
PAGE 11



T - 2 8
TO BE
FLOWN
BY
CLYDE
ZELLERS

SEE
STORY
PAGE
1 1

(Photo of
actual
plane to
be flown
unavail-
able)

PAT
PHILLIPS
WITH
HIS
BOEING
STEARMAN
PT-17.
SEE
STORY
PAGE 10



Lee Lauderback and Crazy Horse

Acquired by Stallion 51 Corporation in April of 1987, *Crazy Horse* was built in 1944 as a P-51D and later converted to North American standards as a dual cockpit/dual controlled TF-51 Mustang.

It wears the authentic colors of the 48th Fighter Squadron, 352nd Fighter Group, 8th Air Force at Asche, Belgium, 1945.

Crazy Horse is one of only 12 dual-controlled Mustangs existing in the world. Its extruded bubble canopy allows visibility unmatched in any warbird, and its Rolls Royce Merlin engine delivers the heart-stopping performance expected in a Mustang.



Lee Lauderback of Orlando, FL, began flying in 1966 at the age of 15. Shortly after graduation from college, Lee started to work for the noted professional golfer and businessman, Arnold Palmer. For 16 years, Lee headed up Mr. Palmer's flight operations as chief pilot and director of flight operations, piloting his Learjet, C-I, C-II, and C-III series Citation jets and MD500E helicopter.

Currently, Lee is chief instructor and demonstration pilot in the P-51 Mustang. Additionally, he is also one of the pilots for the USAF Air Force Heritage Flight Program as well as a civilian instructor for the Navy Test Pilot School at Patuxent River, MD, where test pilot students and instructors fly the Mustang.

Lee is a certified flight and ground instructor for airplane (single and multi-engine), instrument, helicopters and gliders, as well as

continued next column

being an FAA Pilot Proficiency Examiner and does acceptance flight-testing in various Warbirds, Helicopters, and Turbojets.

Amassing in excess of 17,000 flight hours in all types of aircraft and helicopters, including over 5,000 hours in Mustangs, Lee has also had a chance to fly the F-15 Eagle, F-16 Viper, and F/A-18 Hornet. Lee has over 2,000 hours in sailplanes and has competed in many soaring contests and has held several sailplane records.

Lee is also an accomplished falconer, and when not flying aircraft he can be found flying hawks and falcons.

Pat Phillips and his Stearman PT-17

The Boeing Stearman PT-17 was manufactured in March 1943, powered by a Continental W-670, 220 hp engine. Used as a primary trainer by the Army Air Corps from 1943 to 1945 and then as a cropduster from 1948 to 1960. Returned to military specifications in 1977 with restoration completed in 1983.

Pat Phillips flies the only true stock Stearman aerobatic airshow in the United States! A retired Air Force Reserve Lt. Colonel, he holds Air Transport Pilot, Airframes and Powerplants, and Certified Flight Instruction rating (single and multi), and has restored numerous aircraft, including three PT-17s. From soloing at age 16, Pat went on to fly the C-7A Caribou in Southeast Asia (including 850 combat hours in Viet Nam), and later flew the C-141 in every nation in the free world.



**TICO WARBIRD AIRSHOW
MARCH 7, 8, AND 9**

Dick Foote and his F4U Wildcat

R. W. (Dick) Foote was born on February 6, 1919, in Providence, RI. He graduated from Windham High School, Willimantic, CT, in 1936 and enrolled in Parks Air College in East St Louis, IL, where he earned his commercial pilot's license. He next attended the University of CT and left after his second year to train as a Navy pilot in Pensacola, FL. Upon graduation with his Wings of Gold, he joined the fleet as an Ensign flying catapult-type float planes assigned to reconnaissance and light dive bombing from heavy cruisers in the South Pacific.

When the Japanese attacked Adak and Dutch Harbor, Foote was assigned to temporary duty in Kodiak, Alaska, where he was able to get permission to fly his first fighter, an Army Air Corps Curtis P-36. He flew combat air patrols with the odd combination of three blue Wildcats and one brown P-36.

Keeping on the move, Dick was released from active duty in the Navy to become the Number 5 test pilot hired by Chance-Vought flying the early F4U-1 Corsair fighters. While at Chance-Vought, Dick had the unusual good fortune of having a dinner meeting alone as the guest of the one and only Col. Charles Lindbergh.



Receiving a call from his former Navy instructor, Dick left Chance-Vought and became the Chief Test Pilot for General Motors, heading up experimental flight test in Linden, NJ. General Motors sent Dick to Pautuxent River, MD, as its representative at the first fighter conference in 1942. Here he test flew 15 different fighter types including the Japanese Zero, British Spitfire, Mosquito, and Firefly, as well as the Bell P-59, the first jet fighter built in the United States.

After the war, Dick continued his flying activities as a general aviation pilot and, after purchasing a business, he used a business airplane extensively for business travel. When the carrier, the *USS Intrepid*, was fitted out as a museum in New York City, Dick purchased and loaned them a TBM Torpedo Bomber.

Mr. Foote owns ABP/Pharmex and creates, patents and manufactures unique computer-oriented devices which help retail pharmacists cope with today's large volume of prescriptions. Dick owns the only WWII Wildcat fighter modified to hold passengers. He demonstrates this at annual Tico Airshows in Titusville, FL, and has been a member of the VAC since the early days of its formation.

Clyde Zellers flies the T-28

Clyde Zellers lives in Springfield, IL. Since 1989, Clyde has flown airplanes and helicopters for the Illinois Department of Transportation, Division of Aeronautics. Currently he is their Chief Pilot and FAA Designated Check Pilot. He has amassed over 17,000 hours of flight time, holds an Airline Transport Pilot Certificate for single and multi-engine fixed wing aircraft and helicopters plus type ratings in the following aircraft: B-300, DC-3, F-27, G-S2, L-B34, and SA-227. Prior to working for the State of Illinois, Clyde flew for two different regional airlines in the Midwest: Britt Airways and Trans World Express.

Born in Chicago and raised in Oak Lawn, IL, Clyde started flying at an early age with his father, Woodrow, starting with formal lessons by age 11 at what was then the Chicago-Hammond Airport in Lansing, IL. After 7 hours of instruction, he was signed off as "Except for Age, O.K. for Solo". Gaining experience through dual instruction by many flight instructors over the next 5 years allowed Clyde to solo on his 16th birthday. He then went on to earn his Private Pilot Certificate on his 17th birthday and has been flying Warbirds ever since.



Attending college, working, and continuing to build flying time over the next 14 years led Clyde toward many enlightening experiences, some of which are: towing aerial banners and gliders, hauling sky-divers, pipeline patrol, the purchase of his first North American SNJ-5 at the age of 23, continuing practice with aerobatics and formation flying, making many friendships in his continuous membership with Civil Air Patrol and exposure to the air show circuit since 1966, flying ex-military aircraft (Warbirds) since 1969, not ever crashing, attending the FAA Academy for Air Traffic Controllers in Oklahoma City and, last but not least, marrying his lovely and understanding wife, Melinda, who is very supportive of his extra-aviation activities. LUCKY BOY!!!

Since 1997, Clyde has been performing aerobatic demonstrations on the United States air show circuit with either his own North American SNJ-5 or a North American T-28B Trojan owned by long-time VAC member, Ray Thomas. The 12-minute performance titled "Navy Aerobatics" allows Clyde to demonstrate combinations of loops and rolls in a powerful yet graceful display of aerobatics taught by the U.S. Navy in the North American T-28B.

WELCOME COLONELS

NEW COLONELS:

Richard Gload	Stuart FL
Peter Greene	Port St. Lucie FL
Rich & Lachelle Herron	Titusville FL
David & Fae Jessee	Indianapolis IN
Peter Klug	Merritt Island FL
Richard Rapp	Cape Canaveral FL
Randy & Victoria Wells	Palm Bay FL

RENEWALS:

Alan and Denise Anderson	Ponte Vedra Beach FL
Alfred & Kathleen Arbuthnot	Jupiter FL
David & Julia Ballard	Titusville FL
Sam Beddingfield	Titusville FL
Bruce Bobst	Homossasa FL
Jerry Borchin	Daytona Beach FL
Shane Boyer	Orlando FL
Buddy & Doris Bryan	Tifton GA
Jim Buckley	Fayetteville GA
Scott & Elaine Chamberlain	Safety Harbor FL
Russell Chamberlain	Crestview FL
Stanley Crosler	New Port Richey FL
Davidi Cummock	Daytona Beach FL
Bob Dale	Ocala FL
Stuart & Nola Davis	Yulee FL
Peter & Georgette Diaz	Melbourne FL
Randy Difani	Indialantic FL
Pearce Dorrell	Murphy NC
Larry & Deborah Dugger	Ringgold GA
Jeff & Scheryl Fazan	Jacksonville FL
Robert Foley	Oviedo FL
Robert Gandt	Daytona Beach FL
Jerry & Alicia Goodchild	Merritt Island FL
Dawn Gorrell	Titusville FL
Scott & Beth Groh	Hobe Sound FL
Tony & Linda Gulla	Cumming GA
Edward & Carol Hall	Warner Robins GA
Carl Hauger	Delaware City DE
Jack & Janie Hofbauer	Daytona Beach FL
Steve Holz	Seneca SC
Ryan Jamison	Hockessin DE
Jerry Jeffers	Asheboro NC
Joe Johnson	St. Augustine FL
George Keeler	Jacksonville FL
Ronald Keilin	Daytona Beach FL
Cecil & Jeannine Lee	Alma GA
Dave Mathis	Longwood FL
Richard Matthews	Dover FL
James Morgan	Cocoa FL
Lloyd & Gay Morris	New Smyrna Beach FL
Thomas & Ruth Morris	Satellite Beach FL
Dan & Barbara Nettuno	Titusville FL
Francis & Claudia Niner	Monkton MD
Sam & Bonnie Norris	Miami FL

Thomas Phillips	Pocono Lake PA
Walt Powell	New Smyrna Beach FL
Allan Proksel	Longwood FL
Morris & Sherry Ray	Memphis TN
Tony & Nancy Razzini	Viera FL
Sally & Howie Rubin	Melbourne FL
Fred Schlafly	Miami FL
Richard & Anne Sherman	Marco Island FL
Ron & Betty Strauss	Marco Island FL
Fred & Barbara Telling	Woodcliff Lake NJ
Ken Terry	Daytona Beach FL
Michael Thorstenson	Marco Island FL
Dick Thurman	Louisville KY
Dan & Bonnie Williams	Ft Myers FL
Cosmo Wilson	Deltona FL
Steven & Shirley Zatroch	Cocoa Beach FL
Brad Byron	Cocoa FL
Darrell & Dorothy Fisher	Sharpes FL
Warbird Adventure	Kissimmee FL
Peter Appleton	Coquitlam BC
Mark & Connie Bernhardt	Orlando FL
Robert & Louise Bixby	Titusville FL
Frank Boyce	Titusville FL
George Brashear	Cocoa FL
Dennis Callahan	Ponte Vedra Beach FL
Mike Capito	Melbourne FL
Donald & Shirley Caverly	Sorrento FL
Alice Crost	Newton Square PA
James Decker	Ft Lauderdale FL
Wallace & June Dietz	Titusville FL
Mitch & Kathy Floyd	Orlando FL
C. J. Frommeyer	Rockledge FL
Bob & Karen Geenty	Daytona Beach FL
David & Rose Greist	Orlando FL
Rick Horner	Titusville FL
Jerry Hughes	Millingtono TN
Ralph Hunkler	Columbus OH
Dave & Laurie Knepper	Merritt Island FL
Dick Knipping	Bangor ME
Michael LeBlanc	Titusville FL
Joyce & Jack Nichols	Merritt Island FL
Gary & Carole Norville	New Smyrna Beach FL
Dossie Purcell	Casselbury FL
Edward E. Rodig	Audebon NJ
Richard Russell	Daytona Beach FL
Kelly Sadar	Ft Lauderdale FL
Arthur & Sue Schott	Titusville FL
Paul & Jean Shelton	Melbourne FL
Kent & Patty Sherman	Atlantis FL
Gustl & Claudia Spreng	Daytona Beach FL
Gaylord & Bernice Thoman	Port Orange FL
Alice Trescott	Daytona Beach FL
James Wheeler	Hardinsburg KY

CORRECTION: In the past two issues, we have mistakenly credited Joe and Bee Haydu with a seed money donation of \$50; it should have been \$1,000. We regret the error.

AIRSHOW \$35 (and more) SPONSORS

Pat Sammon	Panama City FL	\$105
Arthur Lapham	Cocoa Beach FL	\$ 35
Robert Tullius	Sebring FL	\$ 35
Jerry & Vicky Garlett	Titusville FL	\$ 35
Lee Moore	Titusville FL	\$ 35
Preston Beck	Melbourne FL	\$ 35
Dick Childs	Colchester VT	\$ 35
Robert Cooper	Sharpes FL	\$ 35
Serge English	Callahan FL	\$ 35
Charles & Sue Foy	Virginia Beach VA	\$ 35
John & Dorothy Ingersoll	Wilton CT	\$ 35
Bill Lumley	Delray Beach FL	\$ 35
George Morris	Vero Beach FL	\$35
Tony & Caroline Pietrarola	Spring Hill FL	\$ 35
Mike & Paula Rellihan	Jacksonville FL	\$ 35
William Ryan	Daytona Beach FL	\$ 35
Richard Whited	Titusville FL	\$ 35
John & Ruth Oliphint	Colorado Springs CO	\$ 35
Gene Gardner	Merritt Island FL	\$ 35
Frank Fleck	Cocoa Beach FL	\$ 50
Ron & Inez Ackerman	Walterboro SC	\$ 35
Barry & Sandra Cropp	Eustis FL	\$ 35
Herm & Cindy Bayerdorffer	Gulford ME	\$ 35
Robert Brady	Boca Raton FL	\$ 35
Edward & Muriel Claydon	Cape Canaveral FL	\$ 35
George & Ruth Damoff	Titusville FL	\$ 70
Jeffrey Davis	Ocala FL	\$ 35
Lewis Estep	Melbourne FL	\$ 35
Robert & Diane Frazier	N Palm Beach FL	\$ 35
Bob & Nita Kison	Titusville FL	\$ 70
Sharon Mitchell	Bay City MI	\$ 35
Robert Nishimura	San Jose CA	\$ 35
Gary & Carol Powers	Titusville FL	\$ 35
Carl Riggelman	Titusville FL	\$ 35
David & Vickie Shumate	Indialantic FL	\$ 35
Steven & Shirley Zatroch	Cocoa Beach FL	\$ 35
Betty Yaroeh	Melbourne FL	\$ 35
Mark & Doris Ball	Miami FL	\$ 70
Paul & Mary Blau	Goose Creek SC	\$ 35
Mike Capito	Melbourhne FL	\$ 35
Ralph Hunkler	Columbus OH	\$ 35
Jerry Jeffers	Asheboro NC	\$ 35
Bill Lumley	Delray Beach FL	\$ 35
Dave Mathis	Longwood FL	\$ 35
Bill & Carol Mitchell	Merrill MI	\$ 35
Erdman Motors	Merritt Island FL	\$ 35
Francis Pacello	Sterling MA	\$ 35

continued next column

Pete Ricardi	Titusville FL	\$ 35
David Whitney	Ballwin MO	\$ 50
Dan & Bonnie Williams	Ft Myers FL	\$ 35

TICO 2003 SEED MONEY:

Thanks to the following who have helped:

Lester Badger	Cocoa FL	\$1000
George & Ginny Baker	New Smyrna Bch FL	\$ 500
Mark & Doris Ball	Miami FL	\$1000
Bill Dillard	Palm Bay FL	\$5000
Dick & Marilyn Foote	New Smyrna Bch FL	\$1000
Joe & Bee Haydu	Riviera Beach FL	\$1000
Alice & Colleen Iacuzzo	Jacksonville/Cocoa Bch	\$ 500
Conrad & Margaret Yelvington	Daytona Bch FL	\$1000
Tom & Patty Etter	Titusville FL	\$3000
Don Hussey	N Palm Beach FL	\$ 50
Robert & Betty Jean Burnham	Atlantic Bch FL	\$ 250
Paul & Lucia Metcalf	Pittsfield NH	\$ 500
George Morris	Vero Beach FL	\$ 100
Robert Nishimura	San Jose CA	\$1500
Dennis & Sharon Sherman	N Palm Bch FL	\$1000
Robert Graveline	Titusville FL	\$5000

ST. PATRICK'S DAY

MARCH 17



AVIATING WITH EVANS by Bud Evans

Just another mission:

You will note in reading my experiences in the 9 months of flying combat in the F-80 in Korea, I was focused on the only objective open to me--my everyday purpose of being there! I



F-80 Shooting Star

knew what I was given each morning as the overall situation in the fighting areas on the Peninsula. During the early days of the fighting the situation and information given to us was that the enemy positions were extremely fluid. Our only guideline for determining the friendly from the enemy troops was what was called "the situation line". Everything above that imaginary line was fair game for us to consider as enemy targets. In reality we had to use a lot of discretion as to what were friendly and what were enemy troops, vehicles, trains and tanks. The latter was easy, as we had no large tanks defending Seoul, Korea, and we soon learned to identify the Russian made T-34 tanks and how ineffective our 50-caliber ammo was against them.

The grand scheme of things going on in the U. S. and at The Dia Ichi Building in Tokyo, (Gen. Douglas MacArthur's Headquarters) was only one of our concerns as far as giving us the authority to do the job we knew had to be done. The General was a hands-on leader although he had a long lived grudge against the Air Force and downplayed our contribution during those early days. The communications between North Korean ruler Kin IL Sung, Stalin and the Russian military advisors to the North Koreans cited their inability to run the South Koreans into the sea was due to the terrific toll the U.S. Air Force was taking on their supply routes and on their ground forces. We had virtually destroyed the North Korean Air Force during the first 2 weeks of the war. General Walker, Commander of the 8th Army, stated that his ground forces could not have held the Peninsula or routed the North Korean if it not been for our air power.

I did not fully understand the total importance of the first mission I flew during the conflict (28 June 1950). All I knew was that we were ordered to fly those untested tip tanks to a place

where we had no accurate maps, in weather that allowed no visual references to the ground from take-off until dropping below the clouds hoping to locate Seoul and Suwon. In addition, it was my very first fighter combat mission and the people who sent us said that they didn't care whether we returned or not. I later learned why there was a need for long-range jets to fly to Seoul and Suwon and remain airborne long enough in the combat zone to provide air cover against the North Korean fighter planes. We had only the four sets of the large Misawa tanks that had been built when that first mission was flown. We had no idea that the push to get us into the air with those untested tanks was to prove our ability to fly to Suwon and provide air cover because General MacArthur was going to fly to Suwon the next day. As it turned out F-51's were sent to provide low cover for the General's aircraft while our four F-80's were used as high cover the following day. Weather on that mission was much better than on the previous day when we flew our first mission.

Every mission during those first weeks was a learning experience for each of us who were leading the flights. We had to experiment with the types of attacks against ground targets that would best fit the jet fighter in a role we had never prepared for. Effectiveness and survival were our two main goals. I found early on that the T-34 tank was a hard nut to crack. Our 5-inch HVAR rockets just bounced off the outer shell of the tanks. One of the critical missions that I flew during the first month was to support a critically pressured section on the thin defense lines in the Pusan Perimeter. It was in the southwest sector of the perimeter and the North Koreans were bridging our lines through a mountain pass in an attempt to crash through and cut off our troops in the upper part of the perimeter. There were a number of T-34 tanks pressing into the narrow pass when I arrived. No air support had been able to reach them for 2 days due to bad weather and the Forward Controller assigned to the unit had been begging for air support. I led my flight to a position I assumed was out over the China Sea and broke out of the overcast just off of the West Coast of South Korea. Not being sure just where the pass was located, I headed east under the low clouds and, when I reached a point where the tops of the hills were covered by clouds, I headed through an open pass. It didn't take long to realize that this pass was being heavily contested. As we passed over the string of T-34 tanks and vehicles we were greeted with a stream of brightly illuminated shards of ground fire. With a low-approaching jet fighter the sound doesn't reach the people on the ground until you are just about over them, and as the North Koreans were concentrating on the U.S. Army troops in front of them they had little time to react as we roared over them. Our Forward Controller picked us up immediately and greeted us with a resounding welcome as he told me that they were under heavy attack and were going to have to pull out if the tanks made it through the pass. I had very

CONTINUED NEXT PAGE

little room to maneuver below the clouds and between the hills. The clouds behind our troops' position were filled with heavy rain and blocked all visibility making it tough to reach the best attack angle, but we worked it out so that our attack was a quartering head-on approach to the pass. Prior to this flight I had been thinking about the best method of stopping the tanks and now was the time to test my theory. While lining up on the lead tank, I instructed my flight to fire all four of their rockets at the same time and aim at the tanks "tracks". Our operating space was so small that in order to pull my turn tight enough to line up on the first tank, I had to sacrifice a lot of airspeed. This time the North Koreans were waiting for us but our approach was so low that they had too little time to line up their guns on us. My four rockets impacted the tread of the lead tank and it turned sideways by the still operating tread on the opposite side. This blocked the pass at a critical point and my other three F-80's slammed their rockets into the tracks of three of the following tanks. We had blocked the pass from further advance. After flying over the enemy column I swung the flight back around and strafed vehicles and troops as we flew back through the pass toward our guys. The Forward Controller was directing me to strafe the sides of the hills on both sides of the pass as the enemy troops were pouring over them. When we started our sweeping strafing runs, the side of the hills lit up with small arms fire which, on a dark overcast day, become a shower of firefly-like sparkles. We continued working over the area until we were all out of ammo and, as we departed back into the clouds, the Forward Controller was yelling praises to us for saving their bacon. It was a good feeling knowing that the extra effort we made to reach a critical spot had helped those ground troops who were really catching hell.

After I returned to the States some 8 months later, a citation from the Army finally found its way through channels awarding me a medal for having contributed to the stopping of a major North Korean attempt to break through the thin defense line holding the Pusan Perimeter. No amount of medals could ever replace the feeling of satisfaction I got from knowing I might have helped some of the real fighting men who were so outnumbered but were bravely helping to defend that God-forsaken country because our government ordered them to.



GONE WEST

Wayne H. Cummings, 48, of LaGrange, GA, died Wednesday, January 29, 2003, at the Veteran's Administration Hospital in Decatur, GA. Mr. Cummings, born May 21, 1954, in LaGrange, GA, was the son of Elizabeth Mann of LaGrange and the late Harless Cummings. He was the owner/operator of LaGrange Machine Shop. He was a member of the Dixie Wing Confederate Air Force and the Valiant Air Command, and his philanthropy to both these organizations was recognized throughout the Southeast. Mr. Cummings had a passion for the restoration and display of historical World War II memorabilia. His trademark when he flew as a crewmember in Capt. Joe Fagundes' SNJ was his "bib overalls". Survivors, in addition to his mother, include his wife, Paula; a daughter, Amy Nixon; and two sons, Shane and Daniel Cummings.

MAINTENANCE by Bob James

C-47: With the Tico 2003 Airshow dates approaching rapidly, my hope is that the *Tico Belle* fuselage will be at a stage that will allow it to be towed and displayed on the static flight line. This would promote donations from the general public and perhaps provide further coverage in the local newspapers and aviation press. Our major need is, of course, obtaining engines or funds for engines (Pratt & Whitney R1830-92's). The projected timeline for returning the *Tico Belle* to flight-worthy condition is approximately 2 years--hopefully for the 2005 Tico Airshow!

Progress has been steady in the nose and aft fuselage areas. Be sure and see it for yourself at your Tico Airshow and convey your support to the restoration team.

One big reason for the good progress has been the addition of Gordon Briggs to our work crew. He has supported the forward crew for several weeks, and now has initiated a "second front" by leading the work on the aft fuselage. Skins have been coming off in rapid succession. Repairs to stringers and frames are in work with new skins to follow rapidly in turn. Another new member of the team is John McCoy. He is a long-time member of the VAC and his assistance with priming structure and the fabrication of replacement aluminum skins is greatly appreciated.

TBM: Work has been slow on the TBM as we continue to place primary emphasis on the C-47. However, new hoses for the accessory section should arrive in time to be installed prior to the Airshow and hopefully allow the engine to be run up in time to taxi over to the flightline. A pair of G35 batteries should also be in place to allow self-starting capability.

UTVA: The electrical work is continuing. The primary effort has been in the removal of the armament panel and associated wiring. The addition of new or substitute circuit breakers for the transponder and transceiver (VHF comm) and the physical layout and installation of the control heads for the above items are next on the "to do" list. My thanks for the efforts of Jim Towe who is the prime worker on this project.

S2F: The S2F has been the recipient of a new custom-made interior door cover, thanks to "Flea" Meyers. Mike McDonough and Harry McNamara prepped the under-surface of the door and installed the retainer snaps to secure the cover in place. However, we are in need of a new battery as the old one now refuses to hold a charge.

Hope to see many old and new friends at Tico 2003! Fly and drive safely.



Space Coast Regional Airport
6600 Tico Road
Titusville, FL 32780-8009

Phone: 321-268-1941
FAX: 321-269-5969
Email: vacinformation@aol.com



WE'RE ON THE WEB
WWW.VACWARBIRDS.ORG

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

Address Service Requested

Titusville.....

WHERE SPACE



MEETS NATURE

The Titusville Area Visitors Council would like to thank all VAC members attending this year's Airshow, for supporting our member businesses. The hotels, restaurants, attractions and support services you visit appreciate your patronage. We look forward to another successful Airshow!

The Titusville Area Visitors Council is a Division of the Titusville Chamber of Commerce
(321) 267-3036
www.SpaceCityFLUSA.com

