



Official Bulletin of the VALIANT AIR COMMAND, INC.
(a 501(c)(3) Non-profit Organization
Space Coast Regional Airport, Titusville, FL 32780-8009

UN-SCRAMBLE

Volume 25, Issue 4

April 2003

ANNUAL AIRSHOW WINDY, RAINY

The annual Airshow was affected by a weather front north of Atlanta which prevented some of the performers arriving for the Friday and Saturday shows. Then the Show was plagued by winds on Friday and Sunday and rain on Saturday.

The pilots, members, and volunteers persevered, however, and initial reactions are that it was a financially break-even event. More specific financial information will be available later.

Photos by Steve Zatroch on this page and the back page in color and black and white on other pages of this issue will tell the story more graphically than words.



F-15 lands after demonstration flight



Gene McNeeley taxis out for his demonstration (above) and flies in a dreary sky (below)



The P-40 Warhawk lands (above) and shows off its nose art (below)



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: aircrafrhf@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

MAY 13, 2003

12:00 NOON

VAC MUSEUM BOARD ROOM

MEMBERSHIP MEETING

APRIL 19, 2003 - SATURDAY

AT THE VAC MUSEUM

6 P.M. COCKTAILS, 7 P.M. CATERED DINNER

PLEASE CALL THE VAC 321-268-1941 BY APRIL 15

FOR YOUR RESERVATIONS

SUPPORT YOUR VAC

FROM THE COMMANDER by Lloyd Morris

Thanks to all the dedicated volunteer members and nonmembers who helped to make the Airshow a success. Until all the figures/bills are in, we won't know the financial determination of the show. The good part was that we were able to fly each day and that is what the show is all about! Rain is never good on the bottom line of a show but, in spite of it all, you all worked hard and I hope you are proud of putting on one of the best all-warbird airshows in the Southeast.

We will schedule the followup Airshow meeting in May; the financial data will not be ready in time to schedule the meeting in April. The May issue will contain the date and time--watch for it!

Note to Pilots: Please get your information to Mike McCann or me so we can complete the pilot payments.

EXECUTIVE OFFICER by Hal Larkin

Now that this Airshow 2003 is over and all the aircraft have been returned to the VAC hangars, we can get back to do what we do best--restoration.

Because of the tail section of the Panther, we had to reposition part of the restoration hangar. The Panther is now on jacks and the lower half of the nosewheel strut has been removed. When the "O" rings arrive, we will install them and reinstall the lower half of the nosewheel strut. We should have the molds for the left and right side panels for the windshield completed shortly. Then we will have to find a plexi-glass company that can bend the plexi-glass for the windshield. Both of the original panels were smashed beyond use.

All of the markings for the tail section are ready for installation. The inboard flaps and speed brakes are in final paint. However, to paint we have to have a nice, calm, sunny day as we do not have a paint booth. However, sunny days do not always happen on Thursday.

The J-48 engine is in rework; all flex lines are being replaced and the engine painted to look like new.

The following instruments are needed for the Panther cockpit. They do not have to be functional:

| | |
|--------------------------------|----------------------------------|
| Oil Pressure | R88-I-1935-30-25 88-G-855-875 |
| Droop Nose (leading edge flap) | 10-136 Model 100 |
| Wheel and flap | R88-I-1888 |
| Air Speed (knots 600) | R88-I-473-474 |
| Directional Gyro | R88-I-1651-25 |
| Accelerometer | R88-A-140-11 R88-I-750-120 |
| Attitude Gyro | R88-I-1331 |
| Fuel Quantity | JG-702-1A19-20 |
| Fuel Flow | R88-I-1209 |
| Rate of Climb | R88-I-751-10 R88-I-751-20 |
| Altitude (radio) | 10-14-APN-1 |
| Tail Pipe Temperature | R88-I-2676 |
| Compass Standby | R88-C-777 |
| Clock Elapsed Time | R88-C-573 |
| Clock | R88-C-583-11 |
| Fuel and Oil Pressure | R8888-I-1927 |
| Fuel Pressure | R88-I-1220 88-G-518 |

continued next column

The ME-208 is moving right along. The left/right wings are ready for paint; we will paint the lower side first, put on all markings, and then install the wings. We are making the side panels (plexi-glass) for the cockpit. The fairings from the wing stubs to the fuselage have been reworked and installed. The stabilizer has started the rework cycle.



J-48 ENGINE ON STAND

PUBLIC RELATIONS by Bud Evans

The Airshow is history and although we had restrictive weather, the pilots gave a good show every day. The terrible squall line that pressed down from the north cut some of the acts short and canceled a few of them on Sunday, but the crowd stayed to the end. Thanks go to John Mougeneil and Lulu Sleeper for handling the media advertising for the event. Tom Smith was on hand, as always, taking charge of the on-scene media folks. Steve Zatroch did an outstanding job with the program and the Kison's Airshow *UN-Scramble* provided great pre-show copy.

We had a good variety of aircraft which pleased the crowd. Our regular acts were there to support us, such as: Pat Phillips, Dick Foote, Lee Lauderback, Doc Mike Schloss, Gene McNeeley, Clyde Zellers, Elliot Cross, the Ocala Gang, the Marchetti Group, the Terrific Trojan's, Tom Reilly, Bob Tullius, and all of you Trainer, Liaison and Helicopter pilots who gave the crowds a thrill seeing history in the air.

In addition, this year the USAF came through with its F-15 Eagle Demonstration Team and we had a new Vietnam War act from the Army Aviation Heritage Foundation. We also experienced invaders from outer space on Saturday with the appearance of the Star Wars Jedi and Storm Troopers.

To each and every one of you on behalf of your organization, The Valiant Air Command, I salute you!!! Special thanks to all the volunteers who worked so hard to put on a professional and safe airshow. Let's do it again next year and do some "good weather dances" in the meantime.

FINANCE by Pieter Lenie

As promised, the day after the Airshow (March 10) the Seed Money that was loaned to the Airshow was already in the mail. I thank all of you who helped. The tradition of Seed Money is in its 26th year; members/nonmembers have gotten the Airshow off the ground by loaning money for the duration of the Show. These are the first checks that are written, returning the money. Thanks to all the crew that led the Finance operations before and after the show.

PROCUREMENT by Bob Frazier

T-2C Buckeye--I accepted bids to disassemble the airplane in Pensacola and move it to the VAC after the Navy Museum withdrew its offer to fly the aircraft to museums located on airports. Timing is now 2 to 4 weeks.

TA4J Skyhawk--It is now very doubtful we will receive one after the Navy Inventory Control Point in Philadelphia reduced the number of aircraft to become available. Let's hope!!!

I-95 Highway Signs--The Florida Department of Transportation's various sections have now approved VAC Museum attraction signs for Exit 79. Finalizing the VAC logo sign and procurement remains.

EDITOR'S CORNER



Thanks to Jan Catherwood for helping proofread, to Dick and Wendy Miller for helping fold and apply mailing sealers, and to George and Ruth Damoff for applying mailing labels on last month's issue. We couldn't do this job without this kind of help.

We again send out a plea for someone to take over the *UN-Scramble* editing; Bob and I will be happy to assist in an advisory capacity if needed; however, due to health reasons we will be unable to continue after our commitment is over (July/August issue 2003). Surely there is someone out there who has the interest, talent, and dedication to take it on--at least for a year. Rotation of the editorship would provide variety of formats, presentation, etc., and would be an advantage to the membership. Time in running out and we need your help!

Yesterday's Battles: World War Two - Wolfpacks vs. Hedgehogs

by Jeffrey R. James, VAC member

Spring 1943--The German U-Boat fleet and the British and American navies were locked in a death struggle for mastery of the North Atlantic shipping lanes. If the U-boats could cut this vital lifeline it could mean German victory in World War Two. At the very least, it would greatly delay the Allied invasion of Western Europe and prolong the suffering of all those trapped under Hitler's iron grip. The year 1943 would prove to be the fork in the road that leads one side to victory and the other to defeat.

On January 1st, 1943, the German navy had 202 operational submarines. This was over twice the number that was available the previous year. However, in 1942 German submarines sank 1,664 ships, which totaled almost 8 million tons! Needless to say, the German navy had high hopes for 1943. With 164 U-boats deployed in the critical North Atlantic Theater and an additional 23 submarines being completed each month, German hopes were well founded. Germany badly needed victories of any kind. Their armies on the eastern front were still staggering from the massive losses at the battle of Stalingrad and the Axis position in Mediterranean was headed for disaster. Still, all was not lost as long as the "wolfpacks" of U-Boats were on the prowl. British Prime Minister Winston Churchill later confessed that the threat of the U-Boat was the only thing that really scared him during the war. By March of 1943, he had good reason to be concerned.

The Germans had constructed impenetrable submarine "pens" in the French Atlantic ports of Lorient, Pallice and Brest. They had roofs made of 22 feet of solid concrete. Allied bombing raids dropped 9,000 tons of bombs on them but this did nothing more than destroy the adjacent French



WILDCAT

towns. The U-boats inside were unharmed. Attempts to destroy German shipyards involved in producing the U-boats were also ineffective. The only possibility left was to sink the U-boats at sea. Although the bitter North Atlantic winter inhibited U-boat operations in January and February 1943, they still managed to sink 123 Allied supply ships. However, the Allies were only able to destroy six U-boats in the entire month of January. March was a major disaster, as 120 ships totaling 693,000 tons were lost, while the Germans lost 15 U-boats. Sustained losses like this would make an Allied buildup for a liberation of France difficult, perhaps impossible. Fortunately for the allies, new technology and American production would help to turn the tide.

Between 1943 and 1945 American shipyards turned out 565 destroyer escorts and 115 escort carriers! Destroyer escorts were very effective sub hunters and the tiny escort carriers packed a punch with a capacity of around twenty planes. The Grumman Wildcats and Avengers that operated from their small flight decks helped drive the U-boats back from the critical shipping lanes. In fact, these aircraft



U-505 IN 1954

assisted in the remarkable capture of the submarine U-505 in 1944, the first time the US Navy had captured an enemy warship on the high seas since the War of 1812! Also aiding the Allied effort were High Frequency Direction Finders (Huff Duff), which could be used to detect U-boats when they sent radio transmissions. Once the U-boats were found, a new device call a "Hedgehog" could be utilized. The Hedgehog was mounted on the bow of a warship and could fire a pattern of 24 projectiles up to 250 yards! This was much less cumbersome than sailing over the U-boat and then dropping depth charges from the stern.

The new ships and technology slowly began to take effect. In April 1943, Allied shipping losses dropped from 693,000 tons to 344,000 tons. Then in May, it fell to 299,000 tons, but U-boat sinkings skyrocketed to 41. Germany had only lost 87 U-boats during the entire year of 1942. Grand Admiral Karl Donitz, commander of the German navy, was alarmed by these losses. In May 1943 he ordered his U-boats to temporarily withdraw from the North Atlantic. Despite great efforts by the Germans, they would never again inflict shipping losses like those of March 1943.

MAINTENANCE by Bob James

C47--The Tico Airshow was peppered with showers on Saturday and Sunday. Still we had a good show but the weather did certainly hurt the attendance. The *Tico Belle* remained in the maintenance/restoration hanger as its condition was too delicate to handle a tow to the static show line. In its place we did utilize the "donor" C-47 airframe that was purchased to provide spare parts for the "*Belle*". It provided an illustration of the work going on, and several diagrams and photos of the "*Belle*" generated a substantial amount of interest from the public (and some nice donations). Thanks to Mike McDonough for his work on making up new story boards and a VCR tape that we used with a portable TV/VCR showing some of the past airshows that the "*Belle*" participated in. My thanks also to all the C-47 work crew that continues to persevere and overcome each problem that comes up and for their participation in support of the C-47, TBM and S2F on the static display line during this year's Airshow. I'm certainly proud to work with such a great group!

More new skins keep appearing on the nose and aft lower fuselage each week. The sound of riveting is music to my ears! Our goal is to have the *Tico Belle* ready for the 2005 airshow and right now we're on track with the airframe work.

TBM--We were able to spread the wings with a lot of physical straining (pushing the wings) and pumping with the standby hydraulic pump. The old war horse attracted a lot of attention on the show line. Work is still slow as we recover from the Airshow. The next effort will be to fold the wings and return the TBM to the restoration hanger although it does look good in the main hanger with the wings extended and surrounded by its other Grumman stable mates (EA6B, F14A, FM1 & S2F).

UTVA66--Jim Towe is still working on the wiring and control head installation of the comm and transponder plus the intercom. I'm looking forward to seeing it all come together and get back into the air as soon as possible.



P-51 Donald Duck comes in for a landing

OPERATIONS by Mike McCann

Well, TICO 2003 is behind us now, and I'm sorry to report that it wasn't one of our better shows--certainly through no fault of another fine effort by the membership--but the weather Gods simply were not with us this year. Beginning on Thursday severe weather in Georgia and north Florida took its toll on arrivals. Although workable here on Friday several folks couldn't get in, and the crowd was especially light. But we did have a show, and not a bad one at that. As usual, Pat Phillips opened the show with his terrific Stearman acrobatic routine followed by the usual parade of BT, PT, L/O type. Gene McNeeley followed with his awesome solo T-6 act; the T-34, T-6, and T-28 parade; Dick Foote in his FM-2 Wildcat (does anyone ever remember Dick *not* being at TICO?); Bob Tullius with the P-51, and Tom Reilly in the B-25 *Killer Bee* performing mock bombing and strafing runs together; an awesome display of power by the USAF F-15, and Lee Lauderback performing a moving Heritage Flight with the Eagle in *Crazy Horse*. The weather prevented the Army Aviation Heritage Foundation from putting on their scheduled practice/orientation as most of their aircraft were scattered all over the Southeast and their CV-2 Caribou was being put back together after shearing some mag drive gearing in an engine several days prior. (As an interesting side-note, one of their members and mechanics who lives in New York heard about the problem on Wednesday and immediately flew down to Atlanta at his own expense and worked around the clock to tear down both engines, the broken one and the spare that contained the part they needed. Ya gotta love dedication like that!)

Saturday opened to more low ceilings and eventually some light rain, further hampering some pilots from flying in and keeping the usually good crowd at bay. Ralph Royce and I eventually made the decision to slip the show about an hour to await some forecasted better weather, which eventually did occur, although the ceilings stayed relatively low. I enjoyed the show that day, and to me the highlight was the full-up Air Cav Vietnam insertion/rescue mission put on by the AAHF. The choreography and coordination involved truly made for a spectacular show. All the radio calls were broadcast to the audience, the pyro and special effects were staged very close to the show line, and the narration and music accompaniment really wowed the crowd. Involved simultaneously were 2 UH-1 Hueys, 2 AH-1 Cobras, an OH-6 Cayuse, CV-2 Caribou, and 2 OV-1 Mohawks (including our own Paul Pefley up from Stuart). Several of our members got to play soldier by riding on the Huey's into mock battle (including my brother). Our F-15 demo pilot did not have the ceiling for even a low-show, but was able to take off for some noisy pattern work and another Heritage demo. Additionally, Dr. Mike Schloss was able to finally make it in from New York with the A-1 Skyraider *Naked Fanny*, and he put on another terrific aerial demo along with the AH-1 Cobra and OH-58 owned by John Silberman. Lee Lauderback put on one of his trademark P-51 demos.

Sunday opened with some fog that shortly burned off and we finally had some sun, although this was to be short-lived. About an hour after the show started, we started getting reports of a line of weather moving south associated with another front passing through. Ralph and I made the decision to try to speed things up, but this line was moving at 35 knots and had other ideas. This impending situation as well as some independent action by the city police force eventually forced us to cancel the balance of the show. At least we finally saw the fresh faces of those who persevered through the weather and eventually made it in. Clyde Zellers and Ray Thomas started out in their T-28 from Illinois on Thursday and it took them 3 full days to get through it all. But they eventually did and Clyde put on one of his very impressive T-28 solo aerobatic routines that really showed what the old Trojan is capable of. Long-time member Eliot Cross was finally able to make it in with Dick Thurman's show-stopping P-40. A number of people remarked to me how graceful and easy he makes it all seem in that aircraft. I had the privilege of logging an hour with Eliot in *Crazy Horse* a while back, and I found him to be one of the most capable but unpretentious men I've ever flown with (he has over 1,300 hours in Spitfires and Mustangs alone). As a further example of his character, he graciously declined my offer for fuel reimbursement, preferring to shoulder that considerable cost himself for the benefit of the VAC. My thanks again, Eliot. And kudos also to Dick Thurman, for allowing his P-40 to be enjoyed at TICO.

I'll save some more verbiage on the show for a later edition of this newsletter. I am trying to get the fuel checks cut ASAP. I have about 60% of them figured out, and I will attempt to run down the delinquent ones by the time you read this. Our thanks also to Denny Labbe (O-2 N302A) for also donating his fuel reimbursement back to the VAC.

This weekend proved to be operationally challenging. I am extremely thankful that, although it was conducted under some rather trying conditions, everyone flew safe and did the right thing when the right thing needed doing. The only mishap I am aware of is to the SF-260 of Col. Dave Cummock, who suffered the indignity of having an errant tent blow across the field and scratch the rudder of his aircraft!

"Flexible is much too rigid, in aviation you have to be fluid."
- Verne Jobst

**DID YOU KNOW THAT THE
ENTIRE UN-SCRAMBLE IS
AVAILABLE ON THE WEBSITE
IN PDF (PRINTABLE) FORMAT????**

GO TO

WWW.VACWARBIRDS.ORG

FLIGHTLINE MAINTENANCE CREW by Serge English

I think we should all thank our Commander/Airshow Chairman for a job well done. I don't think most members have any real idea about the amount of time Lloyd Morris puts into their Airshow. He was always the first member I saw at 0700 every morning and close to the last on the field most afternoons!

I'd also like to thank a non-member for the amount of help given during our uncountable trips between the VAC hangar and the warbird flightline both Thursday and Monday. Colette Edmisten was unflappable and in total control with the "mad confusion" that takes place in moving our equipment. Never heard an unkind word, or a negative comment. She did an outstanding job of representing the Airport Authority; she is a very special young lady.

Thanks to my crew: Frank, Tom Barry, Paul, Dennis, and our new man, Ben. On behalf of our whole group, we are all volunteering to be first on the list for next year's 2004 VAC Airshow!

I would also like to thank the member who donated the large diesel tug to the VAC. We now have a piece of equipment that can tow anything the military chooses to send to our Airshow. Also, if any member has an opportunity to obtain a military universal tow bar, grab it! We can really use it.

**IT HAS BEEN SUGGESTED THAT
EVERYONE TIE A YELLOW RIBBON
AROUND A TREE OR POST IN THEIR
FRONT YARD TO HONOR OUR TROOPS
WHO ARE FIGHTING FOR OUR
COUNTRY....LET'S LET THEM KNOW WE
CARE!!!**

C-47 TICO BELLE REPAIR FUND

As of February 28, 2003, donations to the Fund totaled \$45,915 with a current balance of \$3,693. Donations were a little slow in February. Significant donations were received during the Airshow from the general public. However, since it was in March they are not included in the above figures. A big THANK YOU to the attendees is warranted.

Tico Belle is now visibly looking much better as the skins are being installed to the rebuilt stringers and bulkheads.

UPCOMING AIRSHOWS OF INTEREST TO THE MEMBERS:

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 407/933-1942 or programs@warbirdmuseum.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

March 29-30, 2003: Airshow 2003. Huntsville, AL. Contact Todd Nash (760) 727-3604. www.airshows1.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: Williston Airport (X60). Second Annual Wings Over Williston. (352) 528-0048 Fax: 352-528-4342 www.wingsoverwilliston.com.

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

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.



AVIATING WITH EVANS

by Bud Evans

SHAPED CHARGES

During the 3 years prior to the Korean War I had been fortunate enough to be assigned to two of the early Jet Fighter Groups. I came back into the Air Force after leaving the service after WW-II in order to complete my college. There were three Jet Fighter Groups being formed in the United States: the 56th Group at Selfridge Field, Detroit Michigan, the 4th Group at Andrews Field near Washington, D.C., and the 1st Group at March Field near Riverside, California. The 1st Group was also closest to the Lockheed factory in Burbank, California, and consequently was scheduled to be the first to be fully equipped with the P-80 "Shooting Star". That was where I was assigned and was in on the early days of jet fighter operations. I was transferred to Misawa Air Base in Northern Japan, in 1948 and was assigned to the only Jet Fighter Squadron in Japan (the 9th Fighter Squadron of the 49th Fighter Group). Being one of the most experienced jet pilots in the Korean Theater is one of the reasons I was chosen to fly some of the "first time missions" during the early days of the war. The other reason was my willingness to fly as many missions as they would schedule me to fly during those early days, resulting in my having more jet combat missions than anyone in our Group (and possibly the entire USAF).

That helps to explain why I was chosen for the next couple of interesting missions that had significant impact on our jet operations in the critical days of the war. The first assigned task was to try the newly acquired "Shaped Charge" rockets. They had not been available during the first months of the conflict and we looked forward to having some type of weapon that could penetrate the armor of those Russian built T-34 tanks. As I mentioned in last month's story, I had found a way to stop a moving tank by firing all four of my rockets at the same time into its tracks. When the tanks were sitting still, the effect was not as dramatic as the repair crews could fix the treads in fairly short order. The "Shaped-charge Warhead offered the potential of penetrating the T-34's armor at some weak points. The projectile is designed so that on impact it ignites an additional charge, which propels an armor piercing shaped warhead into the target at an additionally higher velocity. There obviously is more to the process than I am able to accurately describe but take my word for it--it is awesome!

When I arrived in the combat area near Teagu, a "forward controller" who needed help with destroying a tank that was creating a real problem contacted me! This T-34 had backed into a draw about 7 miles WNW of Teagu on the road to Weagwon. The North Koreans had crossed the Naktong River at Weagwon and were pushing towards Teagu on the main road between the two towns. This particular tank had apparently gotten past our troops positions and backed into the ravine where he proceeded to blow our half-tracks, six-by trucks and weapons carriers off the road as

they rushed towards Weagwon. It was easy to see the still burning vehicles as we approached the tank's position. It was such a visible target that I didn't have to make more than a couple of small turns inbound and then placed my gun-sight pipper on the tank and, when in position, fired two rockets--one from each side wing station. I had my No. 2 drop behind me so as to watch my rockets and if I missed he would be in position to fire his. Just before pulling up to avoid hitting the hill behind the tank, I caught a glimpse of the rockets exploding against the front of the tank. My No. 2 confirmed two hits and continued with a strafing pass. I could see smoke pouring from around the turret and out of the top hatch which had been blown open. We got confirmation from the forward controller and departed for the area across the Naktong where there were many tanks and vehicles waiting to cross on the submerged floating bridges the North Koreans raised after dark. When we reported our results at the de-briefing, I could only state that we had at least one very positive confirmed result from the new warheads and that was from the forward controller just outside of Teagu City.

The next day I was assigned another "first". No F-80 had ever operated from steel matted runways and the airfield outside Teagu had just been prepared with 4800 feet of Pierce Planking. I was briefed to fly my regular strike mission and when I had expended my ordnance I was to proceed to Teagu (K-2) with my wingman while the other two aircraft were to return to Itazuki, Japan (our operating base). My instructions were to land, refuel, and re-arm with full ammo--two 500-lb bombs and four rockets. (This exercise was an adventure in itself and I will tell the story in another article). Two days following my successful landing and take-off, our entire 49th Group began deploying to K-2. The day



after we started flying from Korea I found my afternoon free and got a jeep and, with the other three pilots who were with me when I hit the tank near Teagu, headed out to get a close up look at this tough bit of Russian technology. It was not a desire to get a close look at the enemy I had killed but to bring back a description of what a shaped charge warhead could do to the well armored T-34. Driving through the madhouse streets of Teagu, I arrived at a checkpoint manned by Army MP's. They stopped us and said the road to Weagwon was unsafe because snipers had hit several vehicles on the road during the previous few hours. That

was disappointing news but coming up behind us was a convoy that turned out to be Greek soldiers. The Commander spoke perfect English and he asked if we knew the way to Weagwon. I had seen the road often enough from the air and assured him we did. He told the MP's that no one would dare fire at a large convoy and therefore we would be safe leading them. Well maybe?? I assumed he was right and away we went leading the large group of vehicles along the dusty road. When we arrived at the area where several burned out vehicles lay beside the road I pulled off to the side and waved the convoy on. We were at the crest of a pass and you could see the river, the smoke, and shell burst flashes in the direction of Weagwon. A quick glance into the draw to my right confirmed that this was where the destroyed tank lay. The Commander of the Greek convoy stopped beside us and thanked us for guiding them, saluted good-by, and suddenly we were left alone with the knowledge that if there were snipers in the hills around us we were poorly placed out in the open road. I pulled the jeep back into the draw and we inspected the grim sight. One of my rockets had impacted at the area where the turret joined the main body of the tank. It had penetrated into the interior of the body and apparently exploded canon shells which were stacked around the inside of the turret. The hatch had blown open and two of the crew had either been blown out or climbed out while on fire. Both bodies were lying all blackened on the ground near the tank. I looked inside the open hatch but the smell was so bad that I didn't climb inside. We could see enough to determine the effectiveness of the rockets. The other one had hit in the tracks and had rendered severe damage to the tread and rolling gear.



None of us wanted to stay in the area any longer than needed so we decided to hike up the steep rocky hills to see how the North Koreans dug in during our air attacks. It was a long climb to the ridge that over-looked the fighting along the Naktong. The scene was unreal. We could look 8-10 miles and see the Greek convoy approaching the defensive position of our troops and the North Korean artillery shells exploding all along the near side of the river. We examined the trenches that had been dug by the NK's and were impressed at the way they had covered them with sticks, rocks, and dirt. There were numerous bomb craters close to the long lines of trenches but the only places where they had penetrated the cover was where they hit directly on top of the trench. Our 500-lb bombs must have caused a lot

more headaches than actual physical casualties to those troops in the well-constructed cover.

Darkness was approaching so we scrambled back down to our jeep and were surprised to find a small group of Koreans boys waiting there. We had no idea where they came from but they just smiled and pointed to us and to the tank and clapped their hands. I pulled the jeep into a spot near the embankment so as to shield us from any snipers in the hills and waited, and waited, and waited, but no vehicles came along headed for Teagu. Just before it became too dark to see the road I made a decision and streaked back down to Teagu. When we stopped at the checkpoint, the MP's were surprised that we had made it, as they had not had any vehicles arrive from our direction for several hours. If we had been shot at by anyone, we certainly were unaware of it.

Before leaving the tank, I found a U.S. Army Colt 45 automatic pistol in a belt and holster next to one of the NK bodies and a Chinese bolt-action rifle with burned stock which was in the turret of the tank. I took both of them back to K-2. I had learned that the most effective weapon to use against dug-in troops and tanks was going to be Napalm!

Our first officers' quarters were tents on the side of a hill just above the flight line. The enlisted tents were identical to ours but were located a little above ours. A couple of nights following our adventure into sniper country, some NK guerrillas slipped past our South Korean guards and sneaked through several tents, slitting the throats of one or two men in each tent as they slept. The psychological effect on our morale was startling! All of us began sleeping zipped up in our sleeping bags with the zipper opened just enough for breathing. We all kept our 45's resting on our chests and when the duty officer came into the tent to wake the dawn patrol pilots, he made enough noise to wake the dead. As duty officer you woke the pilots by shaking their foot and stepping back. This became standard procedure even after we had run the NK over the Yalu.

MEMBERS -- COME IN AND VISIT THE PX. COME SEE GINGER AND CRYSTAL!!!

NEW ITEMS -- EVEN ITEMS ON SALE THIS MONTH

| | | |
|--|---------|-----------|
| Mahagony Models, P-51, P-47, and TBF/TBM | ON SALE | \$ 129.95 |
| Airshow T-Shirts | | \$ 10.95 |
| VAC T-shirts | | \$ 10.95 |
| C-47 Shirt | | \$ 24.95 |

PERSONNEL by Alice Iacuzzo

Once again we have finished a highly successful Airshow; all of us who work in the office will now get back to the everyday business routine. We can now do it at a normal pace. The Airshow keeps us hopping from September until 2 weeks after the show with paper work and getting checks out, etc. Pilot registration was the best ever with the pilots getting the papers in on time (with all the copies of their necessary certificates). The membership was cooperative in getting their dues in early enough to process their new cards. The new members signed up during the Airshow will get their new cards and packets in a week or two.

Work has continued around the Museum. New shelves were built throughout the library, and Earle Compton is happy to have some place for all the books. Thanks to my team of SECEP workers--Sal Ladho as leader and Bill Moody--they have accomplished things that had to be done and they were more than willing to do it. Guido Franchini has worked with Leo Kordick as his right-hand man during the past months. We also had the good fortune to have Mary Friis and Ann Sanchez helping with the office work, including helping Pieter Lenie in Finance. My thanks goes out to all of them. My assistant Joan Dorrell has been there every step of the way this past couple of years. Jack Dorrell works with the C-47 group and Jane is with me every Tuesday and Thursday to catch up on the office work. Without all of their help, I could not have accomplished all that was done.

I would particularly like to thank Ann James and Gayle Lindsey and all the other help in the Pilot's Tent, Kudos to the Finance crew that ran the Finance Office during the show: Dick and Wendy Miller, Pieter Lenie, Bob Stewart, Ginny Baker, Nita Kison, and Linda Gulla. We are fortunate to have these dedicated people; they do not get to see the Airshow as they are cooped up for the duration of the show.

The membership gathering and dinner Friday night was a great success with over 270 people attending. The Community Kitchen served a great meal with huge strawberries and cream for dessert. Thanks to the C-47 crew for setting up the tables and chairs and all those who helped them.

There are so many people who we can say "thank you" to because, without their volunteer work, we could not have an Airshow.

Special Note: Norm Taylor reports that Jim Hawkins, past Board member and dedicated UN-Scramble editor for many years, has been ill. We wish him a speedy recovery. Give Jim a call or email him; he would enjoy hearing from you. Email: airailfoto@aol.com or phone 561-878-9777.

WELCOME COLONELS

NEW COLONELS

| | |
|------------------------------|---------------------|
| Ron & Zoe Barrett | Palm Coast FL |
| William Busch | Jacksonville FL |
| Jerry Cravey | Jacksonville FL |
| Gerald Dalton | Melbourne FL |
| Bill & Pat Dorris | Ocala FL |
| Gary Fritzier | Wellington FL |
| Wyatt & Lourdes Fuller | Hickory NC |
| Linda Greene | Jacksonville FL |
| Richard & Georgia Harrington | Satellite Beach FL |
| Daniel Holt | Orlando FL |
| Kathleen Homan | Johns Island SC |
| Abram Karl | Fernandina Beach FL |
| Peter Krauser | Clearwater FL |
| Lonnie Leazer | Port St John FL |
| Douglas Levine | Casselberry FL |
| Robert Manzella | Cocoa Beach FL |
| Ernest Martinez | Ocala FL |
| Walter McGlynn | Palm City FL |
| Donald & Beverly Miller | Rockledge FL |
| Kenneth Morgan | Cape Canaveral FL |
| Richard Nichols | Daytona Beach FL |
| James Plumlee | Bluffton SC |
| Ray Roberts | Melbourne FL |
| Thomas Scamfer | Cocoa FL |
| Kevin & Carla Simmons | Melbourne FL |
| William Taber | Lakeland FL |
| Bill & Terry Vrastil | Pembroke Pines FL |
| Robert Worcester | Port St Lucie FL |

RENEWALS

| | |
|---------------------------|---------------------|
| Alex & Alina Acosta | Merritt Island FL |
| Eric & Betty Ann Anderson | Mims FL |
| James Bean | North Port NY |
| Don & Sherry Bishop | Kissimmee FL |
| John & Julie Black | Cocoa Beach FL |
| Jim & Barbara Brown | New Smyrna Beach FL |
| Tom & Catherine Casey | Sarasota FL |
| Gary Clark | Cocoa FL |
| William Mardel Conway | Mims FL |
| Ed & Mary Copeland | Melbourne FL |
| Wayne and Gayel Crile | New Smyrna FL |
| Bob & Betsy Cushman | Longwood FL |
| Rich & Irina Davis | Miami Beach FL |
| Stuart & Nola Davis | Yulee FL |
| Gordon & Linette DeGeest | Spring Hill FL |
| Joseph Demma | Cape Canaveral FL |
| Linc & Lynn Dexter | North Ft Myers FL |
| Richard & Barbara Dingess | Titusville FL |
| George Doris | Cocoa Beach FL |
| Richard & Nancy Ellison | Kewadini MI |
| Edward & Pat Glannone | Port Orange FL |

continued next column

| | |
|---------------------------|-------------------|
| Steven Grant | Indialantic FL |
| Walt & Lynne Harris | Port St Lucie FL |
| Rick Hegenberger | Charleston SC |
| Bomber Howard Herb | Venice FL |
| Ray Huff | White Post VA |
| Jerry & David Hughes | Millington TN |
| Bud Iles | St Augustine FL |
| Dorsenia & Rosa James | Palm Bay FL |
| Thomas & Ruty Jardine | Cocoa FL |
| Luc Joly | Sag Harbor NY |
| Alexander & Savi Kasevich | Pompano Beach FL |
| Dennis & Gail Labbe | Ft Myers FL |
| Victor & Susan LaGrottz | Marco Island FL |
| Lee Lauderback | Kissimmee FL |
| Sam & Linda Lauff | Ocala FL |
| Robert & Jim Libengood | Tampa FL |
| Bill Lumley | Delray Beach FL |
| Robert Martin | Ft Lauderdale FL |
| John & Margot Martino | Indialantic FL |
| John McCoy | Merritt Island FL |
| Marty McDonald | Cocoa FL |
| Dennis McDonald | Pt Orange FL |
| Alan C. McGowen | Titusville FL |
| Gene McNeely | Daytona Beach FL |
| Jessica Meyer | Cocoa FL |
| "Flea" Meyer | Port St John FL |
| John Morrison | Cape Canaveral FL |
| Lee Mouhot | Sarasota FL |
| Jack Myer | Wichita Falls TX |
| Paul & Rosalie Odom | Johnson City TN |
| Chris & Carlee Olsen | Brooksville FL |
| Marie Permenova | Miami Beach FL |
| Pat & Barbara Phillips | Apopka FL |
| Frank & Betty Pound | Cocoa FL |
| Art Pylar | Orlando FL |
| Al & Kat Rico | Jensen Beach FL |
| John Ringland | Cape Coral FL |
| West Sanders | Fort Worth TX |
| Michael & Carol Saporito | Winter Spring FL |
| Larry Shaw | Mechanicsville VA |
| David & Vickie Shumate | Indialantic FL |
| John & Susan Silberman | Micanopy FL |
| David & Jean Simpson | Ocean City NJ |
| Ken Smith | Merritt Island FL |
| James & Nancy Stanger | Titusville FL\ |
| Norman Taylor | Sumter SC |
| Pete & Rose Thompson | Lake Wales FL |
| Walter Wagner | Titusville FL |
| Bob Wavra | Indian Harbor FL |
| Charles Wilcoxon | Belpre OH |
| Clyde & Melinda Zellers | Springfield IL |
| Ron & Judy Zoellner | Huron OH |
| Mellisa Fortier | Cocoa FL |

NOTE FROM ALICE

**IF ANY CORRECTIONS ARE NECESSARY
ON NEW OR RENEWING MEMBERS, OR IF
SOMEONE HAS BEEN MISSED, PLEASE
NOTIFY ME AT THE VAC (321-268-1941)**



THE ARMY AVIATION HERITAGE FOUNDATION HELO'S VIEWED ON A NASTY SUNDAY AFTERNOON...THEIR SHOW ON SATURDAY WAS GREAT, SO IT WAS A BIG DISAPPOINTMENT TO ALL THAT THE SUNDAY AIRSHOW HAD TO BE CUT SHORT

A LITTLE BIT OF LEVITY:

In the heyday of sailing ships, all warships and many freighters carried iron cannons. Those cannon fired round iron cannon balls. It was necessary to keep a good supply near the cannon. But how to prevent them from rolling about the deck?

The best storage method devised was a square-based pyramid with one ball on top, resting on four, resting on nine, which rested on sixteen. Thus, a supply of 30 cannon balls could be stacked in a small area right next to the cannon.

There was only one problem--how to prevent the bottom layer from sliding/rolling from under the others. The solution was a metal plated called a "monkey" with 16 round indentations. But if this plate was made of iron, the iron balls would quickly rust to it. The solution to the rusting problem was to make "brass monkeys". Few landlubbers realized that brass contracts much more and much faster than iron when chilled. Consequently, when the temperature dropped too far, the brass indentations would shrink so much that the iron cannon balls would come right off the monkey. Thus, it was quite literally--"Cold enough to freeze the balls off a brass monkey"!

And all this time, you thought that was an improper expression, didn't you?

WE'RE ON THE WEB
WWW.VACWARBIRDS.ORG



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

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



BOOM!!!

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

**Address Service
Requested**

(Left) Lee Lauderback and the USAF F-15 from the demonstration team fly the Heritage Flight at the close of each day's Airshow program



(Right) Dick Foote lands his Wildcat perfectly--what a beautiful sight!

