



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 8

September 2003

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UPCOMING AIRSHOWS OF INTEREST TO THE MEMBERS:

September 5-7, 2003: NAS Oceana Airshow. NAS Oceana, VA. Deb Mitchell (757) 462-8203.
www.neptuneairshow.com.

September 6-7, 2003: Robins AFB Air Show. Robins AFB, GA. Cecil Christopher (478) 926-2987.

September 6-7, 2003: Great Georgia Air Show. Peachtree City, GA. Greg Hall (770) 463-0358. www.wingsoverdixie.org.

September 11-14, 2003: Reno National Championship Air Races. Reno, NV. Mike Houghton (775) 972-6663.
www.airrace.org.

September 13-14, 2003: Wings and Wheels Air Show 2003. Birmingham, AL. Jon Coupland (205) 833-8226.

September 27-28, 2003: Midland, TX. Fina-CAF AIRSHO 2003. Midland International Airport. (915) 563-1000.
www.airsho.org.

October 3-5, 2003: EAA Southeast Regional Fly-In. Evergreen, AL (GZH). www.serfi.org.

October 4, 2003: Moody AFB Air Show. Moody AFB, Valdosta, GA. Richard Cutshall (813) 828-2902.

October 8-9, 2003: North Florida Airshow. Lake City, FL. J. Michael Lee (904) 752-1822.

October 18-19, 2003: Wings Over Houston. Ellington Field, Houston, TX. Jack Amuny (713) 644-1018.
www.wingsoverhouston.com

October 25-26, 2003: NAS Mayport Airshow. NAS Mayport, FL. Thomas Cosgrove (904) 270-7126.

October 31-November 2, 2003: N'awlins Air Show. New Orleans, LA. Pam Menesses (504) 678-3710.
www.mwmneworleans.com.

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ELECTION UPDATE

The following change was made in September 2000 to the VAC Bylaws:

Addition to Article III, the following new item:

(3) In the event that all positions open for election are uncontested, ballots shall not be distributed or mailed out to the General Membership, unless there are other changes/propositions to the By-laws to be voted on by the General Membership.

Accordingly, as there have been no letters of intent to run submitted to the VAC by the cutoff date of August 15th, the election originally scheduled for October 11, 2003 (for the positions of Finance Officer, Personnel Officer, and Procurement Officer) will not be held.



Valiant Air Command

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EXECUTIVE STAFF

| | |
|--------------------------|---------------------------------------------------------------------|
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| PUBLIC RELATIONS OFFICER | Bud Evans (321) 984-3343 |
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STATEMENT OF PURPOSE

The VALIANT AIR COMMAND was formed to perpetuate the history of aviation, to encourage gathering of men and women in camaraderie, research, and Warbird restoration, to serve as an educational tool for young and old alike, and to assure that the memory of those who gave their lives in service to their country shall not perish.

CALENDAR OF EVENTS

BOARD OF DIRECTORS MEETINGS

SEP 9, 2003

12:00 NOON

VAC MUSEUM BOARD ROOM

OCT 14, 2003

12:00 NOON

VAC MUSEUM BOARDROOM

MEMBERSHIP MEETING

OUR NEXT MEMBERSHIP MEETING WILL ON BOARD THE STERLING CRUISE LINES ON SEPTEMBER 26TH (FRIDAY). PLEASE SEE INSIDE NEWS LETTER FOR ALL THE DETAILS.

**Welcome New and
Returning Colonels!**

New Members

| | |
|-------------------------|--------------------|
| James & Patricia Beil | Titusville, FL |
| Philip Blaha | Cape Canaveral, FL |
| Jesse & Carol Douthit | Winter Haven, FL |
| Felix & Linda Hernandez | Miami, FL |
| Jack Manning | Bradley Beach, NJ |
| Bob Munsey | Titusville, FL |
| Rick Schreiber | Titusville, FL |

Renewals

| | |
|----------------------------|-----------------|
| Russell Chamberlain | Crestview, FL |
| Ernest & Linda Daly | Hobe Sound, FL |
| John Duffy | Sumter, SC |
| Phil & June Gaarder | Indialantic, FL |
| Ben Green | Los Angeles, CA |
| Gregory & Penny Hale | Titusville, FL |
| Louis Hilton | Palm Beach, FL |
| Wilbur Holmes | Mossy Head, FL |
| Donald Leathers | Dedham, MA |
| Glenn Legge | Melbourne, FL |
| Al & Dorri Martin | Cocoa Bch, FL |
| Andrew & Gloria Martingano | Daytona Bch, FL |
| Howard Peckham | Melbourne, FL |
| James & Jean Percy | Titusville, FL |
| Jerry & Marion Walbrun | Ocala, FL |
| William Walker | Cookeville, TN |
| Udo & Bess Wilms | Weaverville, NC |

Commander - Lloyd Morris

As I begin my second year as Commander, I find the museum and all the restoration projects going smoothly. I commend the C-47 group and the Restoration group. They not only work on the aircraft, they also try to raise money for each project. If there is someone out there that would like to help with the fund raising for these projects, we would love to have you. It is something you can do from home on a computer. I am particularly proud of all the work that has been accomplished by these volunteers.

Although we have not started the daily work of the TICO air show 2004, the Board of Directors will start doing some of the groundwork. Bud Evans and I will be meeting with the City of Titusville to see if we can get relief of some charges for the air show.

The air show brings people in from all over the world, but it is very difficult to get sponsorships in this area, so the Board has to work twice as hard to accomplish a successful air show.

Majorities of the Board have voted to have a two-day air show. March 13th and 14th, 2004. Although I am not in agreement, I will abide by their decision. Remember that without your help as volunteers, we could not have an air show. We have had an unbroken record of having an all Warbird Air show for 27 years.

Executive Officer - Hal Larkin

The Search for Flight 19



Harbor Branch Oceanographic Institution
Fl. Pierce, FL

Date: 0205 July 2003 Map NAB R/V Seward Johnson

Purpose: Documentary - Sub Ops / BBC - Ft. Pierce, FL
Person in Charge: W. Aslett
Aircraft Identification Expert: Hal Larkin

If you have been following the activities of your Board of Directors, you should know that we are a group that is consistently on the go.

In May 2003, I received a phone call from the British Broadcasting Company (BBC) in London, England. They wanted to know if I would be interested in going

Executive Officer - Hal Larkin - cont.

on a research vessel looking for WWII aircraft that were lost off the east coast of Florida. My answer was "Yes, but how did you get my name?" The BBC had called the National Museum of Naval Aviation in Pensacola, and they gave BBC my name. Many phone calls and faxes later, I was instructed to report to the Harbor Branch Oceanographic Research Vessel (RV) Seward Johnson in Vero Beach on July 2, 2003. This is a 200' vessel with a submersible (sub) on its aft deck.

I spent that night in a motel in Vero Beach, and the next morning we drove to Fort Pierce and boarded the RV Seward Johnson. We left Fort Pierce at 10:00 A.M., went out the Fort Pierce Channel to the Gulf stream and headed south. Once in the open water, we were doing 11 knots; but when we entered the Gulf stream, our speed was reduced to 9 knots with the same power setting, as we were going against the Gulf stream current.

After talking with the BBC crew, it became apparent that they were looking for Flight 19. Flight 19 has a special interest for my family, which I will explain later.



One member of the BBC crew, who came from California, was looking for Spanish treasure off Fort Lauderdale several years ago in a submersible using sonar, and made contact with five unidentified objects. He had convinced the Discovery Channel that they were the five Avengers of Flight 19, as they were fairly close together.

We arrived off Fort Lauderdale at 4:00 P.M. and started to make preparations for the first dive. However, they were having problems with the camera and recording equipment. So the first launch (dive) was not until 7:30 P.M., a dive to 735', and the sub was retrieved at 8:45 P.M. They were unable to locate the first target (wreck). After retrieving the sub, we had a debrief of the dive.

Executive Officer - Hal Larkin - cont.

The next morning, Thursday, breakfast was at 6:30 A.M., followed by a pre-launch meeting for dive number 2. The blackboard in the debriefing room listed the name and function of each crewmember and the dive number 3399. All crewmembers are cross-trained in launch and recovery of the sub. The names of the four sub crewmembers were listed, and I was one of them.

The sub has a round glass enclosure on the front, like the small choppers at Tico. I asked the pilot how thick the glass was. It is five inches thick, and the sub can go down 3,000 feet. The pilot goes thru a complete pre-dive checklist; and when he has completed his checklist, the cameraman enters through a hatch on top of the sub. After the cameraman is in and secured, I entered the rear compartment of the sub through a hatch in the bottom of the sub, followed by a crewmember who closed and locked the hatch. The "A" frame on the stern of the ship lifts the sub and rotates 180 degrees, then lets the sub down until we were submerged up to the portholes.

At this point, the crewmember checks the hatch for leaks. After a no-leak report from the crewmember to the pilot, the single line suspending the sub is disconnected; and we are ready to dive. The single line that lifts the sub has a fitting on the end that looks like an in-flight refueling fitting. It has a skirt with five fingers that expand when the fitting is inserted into the lifting receptacle. To release the lifting fitting from the sub, the pilot sends a charge of compressed air to the receptacle that closes the fingers on the lifting fitting, and it is released from the sub. The crewmember in back of the sub with me monitors oxygen, carbon dioxide, depth gauge, etc.

I had a headset with a hot mike to the pilot and the bridge of the ship. After we passed 100', it was pitch black and there was no sensation of movement. We descended at a rate of 60-70 feet a minute. There was a slight jar, and the pilot informed the bridge that we were on the bottom at 726 feet. The bridge tracks the sub on sonar and tells us that our target (wreck) is 600 feet away and at a heading of 020 degrees.

The pilot put our sonar on, and we moved toward the target at a maximum speed of one knot per hour. The bridge informed us that we were 60 feet from the target. At this time, we put the sub floodlights on and proceeded to the target. With the floodlights on, we

Executive Officer - Hal Larkin - cont.

could see 45-50 feet. The first thing I saw was a lone crab moving along the sandy bottom. There was no vegetation. It was quite a sight, total darkness with a half-circle of light, and right in the middle was a Grumman Avenger.

The engine was broken off just like the Wildcat engine, right at the engine mount. We could see only one prop blade. The pilot's canopy was open; the enclosure from the pilot's canopy to the ball turret was intact. On the starboard side of the fuselage was printed "FT-87", and the vertical fin was missing. The supporting structures that attach the vertical fin were visible. The ingress-egress door on the starboard side was closed. We maneuvered around the aft end of the Avenger and got a good aft view. The 50-caliber machine gun was in the ball turret; the skeleton framework of the left/right elevators were attached to the stabilizer. As we edged around the port side, there was a vertical fin lying on the bottom of the ocean.



I told the pilot that the BuNo should be on the vertical fin. He edged the sub up to the vertical fin, and using a mechanical arm with a brush attached, cleared the sediment off the fin. The first thing that I saw was an "N", followed by an "AV". The "Y" was missing. The pilot moved the brush down and continued to remove the sediment, and there it was — BuNo 23990. This was not one of the Avengers of Flight 19.

We worked our way up toward the cockpit and on the side of the fuselage above the wing stub, you could read "Warning — Do Not Stand On Wing While Folding/Spreading Wings". We then moved to the

Executive Officer - Hal Larkin - cont.

edge of the cockpit and scanned that area. It was empty. We continued to take pictures. The left aileron was missing, the flaps were at 15 degrees, and the landing gear was up. The escape hatch on the ball turret (port side) was missing.

After 2 hours and 40 minutes, we requested permission to leave the bottom. With permission granted from the bridge, we started our ascent. When we were at 100 feet, we stopped and asked the bridge for permission to surface. The bridge assured us the area was clear and gave us permission to surface.

Once the sub was maneuvered to the stern of the RV Seward Johnson, a diver swam out and attached a line to the sub, then climbed onto the sub until it is under the "A" frame. Then the single lifting line was lowered and inserted into the lifting receptacle. The sub was then lifted out of the water and placed on the deck of the ship.

To get out of the sub, you put your legs in the open hatch and your hands on each side of the hatch, and lower yourself to the deck. When standing on the deck, the hatch is in the middle of your chest. After we all exited the sub, we went to a debrief and reviewed the video that was taken. As we were doing that, the ship's crew was servicing the sub for the next dive. Dive number 3400 was launched mid-afternoon and was a repeat of dive number 2 with a different crew.

Friday morning breakfast was at 6:30 A.M., followed by a pre-launch meeting. I was scheduled for this dive, BBC number 4, and total dive 3401. We were told that there were three wrecks (targets) within a given area, and we would try to locate all three. Depth of dive would be 550 to 560 feet. Due to a three-knot current, the ship launched us 100 yards upstream of the first target, which would allow us to drift during descent with the current towards the target.

We started the dive at 8:40 A.M. and bottomed out at 564 feet. The bridge gave us a compass heading, and we turned on the sonar. At 300 feet we made sonar contact and at 60 feet we found another Avenger.

This engine also was broken off at the engine mount and again, only one prop blade was visible. The magnesium of the engine nose case was eroded away, exposing the gearing. The canopy was open, cockpit empty, last section of the enclosure in front of

Executive Officer - Hal Larkin - cont.

the ball turret was missing. The 50-caliber machine gun was in the ball turret. Number on side of fuselage was FT-23. Stabilizer and vertical fin were separated from the fuselage. The skeleton framework of the elevators were attached to the stabilizer. Could not locate the vertical fin, and part of a dragnet and lines were tangled around the fuselage, which showed signs of skin erosion.

As we could not find a BuNo or other markings, we headed for target number 2. Sonar reading was 600 feet; however, when we reached the target, it was a pile of rubbish.



We then headed for target number 3, which was 1.7 miles away. However, as our maximum speed was one knot per hour, and we were already down for almost 2 hours, we were requested to surface. The dive lasted 2 hours and 5 minutes. Back on deck, to debrief and the ship's crew serviced the sub for the next dive.

In mid-afternoon, our fifth dive (3402) was launched with another crew. They visited our last target on the fourth dive at 575 feet. They could not find a BuNo number, only FT-_____ (no number) on the fuselage. Engine was broken off at the engine mount and was 50 feet from the fuselage. The fuselage showed severe erosion of skin, which indicated that this Avenger was on the bottom longer than the first two. On the starboard wing was the number 120; but the wing skin from the aft spar, along with the flap and aileron were missing. Could not locate the vertical fin. The 50-caliber machine gun was in the ball turret.

They picked up another sonar contact and proceeded toward it. This one is a mystery. Fuselage was broken in half just aft of the trailing edge of the wings. Tail section was about 50 feet from the fuselage, canopy was closed, flaps at 15 degrees and landing gear down. Tried to look into cockpit, but the plexiglas was discolored and covered with marine growth. The only markings were a "21" on the vertical fin and "M-1" on the left side of the fuselage. (We were not sure of the "1" — it might have been an "L".) Could not tell

Executive Officer - Hal Larkin - cont.

from photos if arresting hook was down. The Avenger was resting on its landing gear. We could not verify if the 50-caliber machine gun was in the ball turret.

THE FIVE AVENGERS FROM FLIGHT 19 WERE:

| <u>BuNo</u> | <u>Crew</u> | <u>Type</u> | <u>Total Time</u> |
|-------------|-------------|-------------|-------------------|
| 23307 | Navy | TBM-3 | 320.2 |
| 46325 | Navy | TBM-1E | 612.0 |
| 45714 | Navy | TBM-1C | 725.7 |
| 73209* | Marine | TBM-1C | 386.0 |
| 46049 | Marine | TBM-1E | 1,374.9 |

* The radioman, Pvt. Robert Peter Gruebel on Avenger 73209 was the uncle of my daughter-in-law.

Flight 19, consisting of five Grumman Avengers, took off from NAS Fort Lauderdale, Florida, at 7:00 P.M. on a training flight on December 5, 1945, and were lost at sea.

C-47 TICO BELLE REPAIR FUND

As of 30 June 2003 total donations to the repair fund stood at \$53,407 with a current balance of \$2,845. Won't you please consider a donation when doing your year end tax planning? She is coming along nicely!

TBM Donations

| | | |
|----------------------|----------------|-------|
| George Clyde | Melbourne, FL | \$60 |
| Art & Carol Niegarth | Melbourne, FL | \$100 |
| Ron Thorstad | Titusville, FL | \$25 |
| Paul Woodard | Sebastion, FL | \$100 |

C-47 Donations

| | | |
|------------------------|-------------------|-------|
| Jim & Robert Libengood | Tampa, FL | \$50 |
| Martha Krejci* | Mukwonago, Wi | \$200 |
| James Bond | Richmond Hill, NY | \$200 |
| Josh Eiting | Versailles, OH | 2,500 |

*In memory of Jim Krejci, VAC pilot and P-51 owner.

Operations - Mike McCann

I am writing this months article from my layover room in Frankfurt, having just returned from flying a military charter from Kuwait to Germany with members of the 109th Transportation Battalion of the 101st Airborne Division, Ft Campbell, KY on board. It was a very satisfying experience to bring these combat veterans of the recently concluded action against the regime in Iraq on the first leg of their long journey back home.

I would like to spend the bulk of this article bringing you a synopsis of I speech I recently went to given by MGen Frederick "Boots" Blesse, a double-ace from Korea. Gen Blesse is retired now and lives here in Melbourne. He is the epitome of a fighter pilot, and is



often called upon as a speaker to relive his experiences for younger generations. He has written two works. The first evolved into a tactics manual called "No Guts, No Glory" and was for many years after the Korean War the bible for how to fight and survive in the fighter world. It was such an important

work on how to employ single and formations of air-to-air jet fighters that it was classified for some 30+ years by the Air Force. The other work he has published is a book called "Check Six - A Fighter Pilot Looks Back", which I devoured on this trip. In it he chronicles his Air Force career, from the days in P-40 training for WWII up through his tour in F-4's at Da Nang during Vietnam.

After reading the book, I was left with the impression that there was never a man more destined to strap on a fighter and carry the fight to the enemy than he. In his talk, he chose to describe both his first combat mission in Korea (first tour, in F-51's) and his last (second tour, in F-86's). After transitioning to jets after WWII, he answered a call for volunteers to man an F-51 Group that was hastily assembled Pusan, South Korea. After a 3-hour check-out in the Mustang, he found himself on the flying schedule in the morning for a strike mission. Having been briefed that the F-51's did not fly at night or in the weather, it was

Operations - Mike McCann - cont.

supposed to be a dry run. Being as how it was pitch black and raining at 0330 the next morning, all indications were the mission would scrub. But the scrub never came, and he ended up having to make a first-ever night, raining, IMC takeoff in a fully loaded F-51 off of a slick, muddy PSP runway. His only formation reference was the bright ball of fire emanating from the exhaust stacks of the 1,695 V-12 Merlin, which does nothing to preserve your night vision. After 45 minutes of flying, they broke out into the clear, and eventually napalmed and strafed North Korean targets that were overrunning US positions. Shortly thereafter they received a weather re-call and orders to land at Pyongyang East, an aux field about 10 minutes away. Weather there was but a scant 1/10 of a mile visibility due to haze.

After eventually finding the field and pitching out to land, each aircraft had to go-around 3-4 times, as by the time they could see the field to land, they were too far down the short strip to safely land. Another Mustang pilot on the ground (acting as a tower controller) figured out the problem and hastily ordered two 55-gallon drums filled with oil and set afire at the approach end of the runway so the pilots could see the beginning of the runway. After landing in trail with lead, out of the corner of his eye he spotted a truck crossing the runway. Too slow to go-around and too fast to ground loop, all he could do was mash full right rudder and brake and pray. The left wing struck the truck, killing one occupant, and causing an instant cartwheel of about three revolutions. The Mustang came to rest inverted, canopy smashed, with fuel dripping down the back of Boots's neck. Several alert ground crewmen came running over, and dug a trench deep enough for him to crawl out through. Strolling into to the tent marked 'operations' and still



Operations - Mike McCann - cont.

collecting his wits, a major asked if he would like to fly again. In the next tent a flight was briefing that needed a fourth. Within 20 minutes he was in another F-51 launching on his second combat sortie! And so it went....

I am getting a little long winded so I'll close and save the rest for another issue. The paperwork has already started for TICO 2004. As always, I welcome any and all inputs on how we can do things better for our Warbird pilots. Don't hesitate to get in touch with me with your ideas and inputs.



I hope you either take up parachute jumping or stay out of single motored airplanes at night. Charles A. Lindbergh to Wiley Post, 1931

Maintenance - Bob James

The Dog days of summer are surely upon us! The heat in the restoration & maintenance hanger has drained the energy of all volunteers and we're working shorter hours. Even so, I'm hoping that we will have the "Tico Belle" on her legs again by fall. Currently the main gears are under refurbishment (using the assemblies from the donor C47). The wheel wells will also be receiving some attention prior to the mains being installed.

In the aft section both "I" beams in the Belle (lavatory area) required replacement due to intergranular corrosion in several spots. Unfortunately, the ones in the donor C47 were not usable either. We have found one new part and have that on order and will have to fabricate the other from an "I" beam extrusion. The "U" channel on one side of the "A" frame supporting the tail wheel was cracked, however,

Maintenance - Bob James-cont

Gordon Briggs has made a skillful repair on it and it will be stronger than ever (as are all his repairs). Our IA (authorized inspector) Irv Bubeck has reviewed the work up to the aft production splice and found it acceptable.

Jack Dorrell, one of our steady workers, is out for some surgery. He is back from the hospital and recovering at home but Joan reports that he is an unhappy camper. We hope that you have a speedy recovery Jack! We need you back so get well soon! One of our other great workers (who is an A&P) Ivan Gomez lost his mother and he will be gone for at least a month. Our sympathy to Ivan for his loss.

On the UTVA front, Jim Towe has the wiring almost back in place and is doing a little trouble shooting on the avionics. We also suffered a battery failure and will have to replace one two-12V units. Fly and drive safely.

Finance - Pieter Lenie

We are finally putting together the final pages of the Grant application for next year's airshow. I will hand carry the grant to the Tourist Development Council in Viera. This is the only grant we get to help with the airshow and it is strictly for advertising. We never know how much it will be since there are many organizations that depend on this grant. The day-to-day work continues.

One of our mind-boggling items is the amount of insurance we have to pay for all the projects we are involved in. Last years insurance was approximately \$27,000. Monthly expenses go up, so you can see that we have to work hard to keep ahead. The museum attendance goes up and down but most months they level out to keep things running. It is all of us working together that makes this an organization a success.



The "Grumman Crew" hard at work

Personnel - Alice Iacuzzo

This past week we had the pleasure of hosting the E.A.A. Young Eagles of Ocala. (The EAA is famous for their ability to stimulate the interest of young people to fly.) The pilots donate their time and aircraft to fly with them. Many of them experience their first flight. This group was a part of the summer camp from Lakeland. We would like to thank those pilots and Barbara Walters Phillips for arranging the tour. One of our faithful tour guides, Al Tinnirello, said: "It was a pleasure to talk to them". They had some interesting questions. We would like to see more of the Young Eagles and pilots visit the museum.

This month we lost two of our long time members. Bob Reid of Charlottesville Va. Bob was one of the Founders of the VAC. He worked very hard to get the organization started and did a fantastic job as our first Public Relations Officer in the seventies and eighties. Bob was one of the owners of the B25 "Chapter 11". The aircraft was flown in our airshow and many of the away from home shows representing the Valiant Air Command. I had the pleasure of flying to Lake Charles La. in the B25. Some of you will remember Bob as General Mc Arthur. Bob's imitation of the General was superb. He rode around in an open car, dressed as the General smoking a pipe, and waving to the crowd. Bob will be missed both as a friend and member.

This weekend we will have memorial services for Ward Duncan from Merritt Island FL., a devoted member since the early eighties. Ward was one of the most knowledgeable members in all aspects of aviation and aircraft. Ward was the person you would talk to if you could not solve a problem with your warbird. He had a building (hangar) across from the Merritt Island airport that was filled with his inventions. It was very interesting to just drop in to talk to him. He was working on his own restoration project but he spent so much time helping other people that he had very little time to work on his own. Ward was also part of the building committee to help build the museum. He rarely missed a meeting over the years.

We extend Get Well wishes to "Flea" Meyer and Jack Dorrell. They both recently had operations, but are doing well.

Pat Sammon came all the way from Panama City to donate a complete set of aircraft models from WW11. Pat has donated many items for our yearly Auction.

Personnel - Alice Iacuzzo-cont

We can always use donations, whether monetary or items we can display in the museum, or sell. Your donations are tax deductible. Letters of donations are sent out for Income tax purposes. So think before you throw it away.

Our next Membership meeting/get together will be aboard the good ship of Sterling Cruise Lines. I thought the membership would like to do something different. The ship is docked at Cape Canaveral, approximately 15 miles from the museum, (Terminal 2-B). We have picked the date of September 26th (Friday). The ship goes out at 11:00 am and returns at 4:00 pm. There is parking near the ship. Sail FREE, Free Deli buffet and Las Vegas style entertainment. If you don't gamble just enjoy a day out to sea with friends, family. Etc. Reservations required (you must be over 21). Call approximately 1 week to ten days before the 27th. Have photo ID with you. RESERVATION Phone Number: 1 800 765 5711- Call the Office if you plan to reserve or need any more information. We hope you will join us. I've taken this trip with several organizations and it's fun.

Procurement - Bob Frazier

We took some vacation time to visit the MUSEUM OF AVIATION at Warner-Robbins AFB just west of Macon, Ga. They have more than 90 aircraft (USAF+) ranging from an 1896 glider, thru the P-36/P-40 era to a new F-15. It has grown ignorantly during the last 10 years with some excellent dioramas. To expand on that history we also visited Kitty Hawk and Kill Devil Hill N.C. to view the Wright Brothers first flight exhibits and the 1903 flyer. Both places are well worth seeing.

T-2C reassembly continues with good progress this period with installation of the tail, rudder, landing gear doors and some of the fairings. With help from Mike Brooks, Leo Kordick, Les Badger and the big forklift its nearly ready for the display hanger.

The I-95 VAC logo sign at Exit 515 continues to be the victim of circumstances, this time weather. All materials are in hand but the Florida DOT will not install the large blue base sign if the ground is wet. With the storms in the area and the start of the hurricane season, who knows when?

F-105 reassembly continues intermittently with the fabrication and installation of some of the access doors.

Procurement - Bob Frazier - cont.

Grant application to the Boeing Co. for C-47 funds has to be revised before submittal in accordance with Boeing's new totally computerized system. Their forms and data must be submitted via their Web Site.

Of uniqueness we are about to receive a Russian mortar assembly and parts used in WW11 against the Germans, captured by the Germans and then used against the Russians according to German documents.

Public Relations - Bud Evans

Our whole organization owes a round of applause to Dawn and Mike for taking over the job of publishing and mailing our monthly newspaper! I'm certain you will all agree that they picked up the ball in a professional manner.

Bob and Nita provided their highly professional advice and we are off and running with the news you need to know about your Valiant Air Command. I am very grateful for their willingness to take over the chore and continue to see that the Un-Scramble retains the quality that it has had in the past.

Keep 'em Flying

C-47 TICO BELLE REPAIR FUND

As of 30 June 2003 total donations to the repair fund stood at \$53,407 with a then current balance of \$2,845. Two significant donations were received this month. These will help close out repairs to the aft end of the aircraft.



Aft fuselage Tico Belle August '03...Looking Good!

Aviating with Bud Evans

My first look at an F-86 Sabre Jet was when I was on an emergency approach to K-14 (Kimpo) Air Base while my wounded F-80 was on fire. Four of the 4th Fighter Group F-86's were on the runway preparing to take-off. The first two aircraft started their take-off roll and the second 2 pulled off of the runway just before I touched down. After coming to a stop off of the side of the active runway, I watched those last 2 F-86's leap into the air. I was really impressed by their graceful appearance as they climbed rapidly skyward. My only adverse thought was that I wouldn't care to have that telltale trail of black smoke left by their J-47 engines while patrolling for MIG's. I was told when I was safely tucked away in the operations blockhouse that those were the last of the 4th Group Fighters en-route back to Japan as they were evacuating K-14 due to Chinese troops shelling the base.

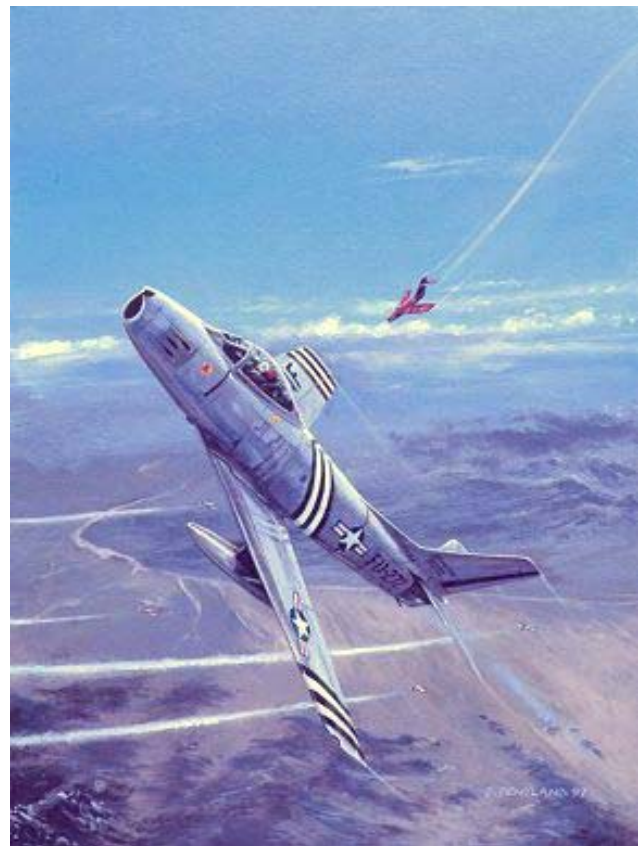
The next time I saw that sleek fighter was when they brought a Detachment from that same 4th Fighter Group, into our Base at K-2. I was excited and ready to check out in the aircraft when my Group Commander, Col. John R. Murphy told me I had been selected to lead the first couple of "Ground Support" missions. Major Billy Hovde commanded the Detachment. I was disappointed when I was instructed to take Major Hovde in the back seat of a Lockheed T-33 and lead 4 F-86's on their first mission. It was an "Armed Recce Mission" where we were assigned a designated route to fly at low altitude and attack any "targets of opportunity". I found a number of enemy vehicles and troop concentrations along our route and lead the attacks. The T-33 had only two 50 Caliber machine guns and we carried no bombs or rockets on this mission. Although the flight sprayed the areas of our targets, their concentration of fire was pretty loose. When we debriefed after the mission, I had to water down some of their claims of damage and destroyed targets.

On the second mission I lead another flight of 4 with Major Hovde flying the lead F-86. On this mission I was instructed to lead the flight to an assigned Forward controller and to work with him attacking targets that he assigned. I was flying an F-80 with rockets and bombs and lead each attack as the target was assigned to us. As Flight Commander of the mission, I gave the target damage assessment at our de-briefing. My report was from a lot of experience in the theater and consisted of what I observed and what the forward controller could see from his ground position. My third mission with the

Aviating with Bud Evans - cont.

Sabre Jets was as Number 5 in the flight while flying my F-80 Shooting Star. I had a hard time keeping up with the F-86's but managed to stay with them through their 3rd mission. It was obvious to me that the pilots were trying to get the feel of being down low, facing ground fire on every pass and that they felt their aircraft was too sleek a Fighter to be used for the Ground Attack role. I listened to the damage reports from their flight without comment. I knew from my experience of watching new pilots coming into our Squadron reporting far more target damage than they had actually achieved. It was a normal reaction for pilots who had been trained for air-to-air combat in a great high altitude fighter. I told Col. Murphy that the F-86 pilots were capable of handling their missions without a "Nurse Maid" so I was released back to doing the role that I knew best and one which was desperately needed because of the Chinese drive through the Northern part of South Korea. I never regretted not flying the F-86 in the ground attack mission, as I was certain that the F-80 was a much superior ground attack platform.

The 4th Group detachment flew several more missions and then deployed back to Japan. The aircraft didn't have the range to fly up to "Mig Alley"



Aviating with Bud Evans - cont.

near the Yalu River from their Base in Japan so I didn't see another F-86 until I returned to the States. Our Group was losing F-80's at a high rate due to operational conditions and age. We lost some of them on take-off when fully loaded with bombs or Napalm tanks. The ground under our perforated steel matting runways was becoming so rough that I seldom looked at my tip tanks during my take-off rolls. My wingmen would report after a mission that they could see their tip tanks (and mine) rocking so with each bump we hit that they expected to see one of them rip off before we got into the air. Their concerns were well found as we lost several aircraft during the Take-off roll because the tip tank attaching bolts sheared and the tank tore away from the wing. With a full 265-gallon tank on one wingtip and the other one suddenly departing, the aircraft was uncontrollable. I witnessed some horrible sights while watching from the ground. We were all well aware of the potential for this happening but like so many issues in combat that you have little control over, your mind partially blocks out the bad possibilities and concentrates on doing the job you are there to do. Our F-80's were worn out and we were suffering a lot of structural and engine problems leading to non-enemy fire related crashes.

During the previous December, a group flying the new Republic F-84's had moved into K-2 with us. We lost respect for its combat capabilities when we saw that the heaviest load they could carry were four 5" rockets while we were carrying up to two 1,000 LB bombs plus 4 rockets. The F-84 tried using rocket assist take-off bottles. However when the wind was calm the field became fogged following a take-off creating some tense times for "low fuel" returning flights. It wasn't long before they moved the F-84s back to Japan and they were still there when I left to come home in March of 1950. I really had no schedule for completing my combat but I knew Col. Murphy had to make a selection of replacement aircraft for our dwindling number of F-80's. There were only 2 choices for replacement and they were the F-86 and the F-84. I expected us to get the F-86 and give our pilots a break from the tough "get shot at every mission ground support role" to the "fight the MIG's in an "Air-to-Air" combat" role. I wasn't too surprised at the decision to take the F-84 even if it couldn't do as good a job as the Shooting Star. I knew as Col Murphy did that knowing that the major role for fighting the Chinese was the "Ground Attack" mission.

Aviating with Bud Evans - cont.

A short time before we converted to the new aircraft, I was offered a chance to return to the States and fly F-86's with my old Fighter Group that I was with prior to going to Japan 2 ½ years earlier. A little more than 2 months after leading the first F-86 ground attack combat missions I got my first flight in the F-86A. During the following years I was lucky enough to fly every model of the F-86 Sabre Jet. There were only 2 TF-86's built. The first one crashed giving a demonstration flight for the Air Force, killing test pilot Joe Lynch. The second proto-type was sent to Edwards AFB where we flew it as a photo and safety chase aircraft supporting Air Force and contractor test flights. It was a great flying machine and I had the sad duty of flying it to McClellan AFB in Sacramento, California where it was converted to a single seat F-86F and given the Chinese Nationalist Air Force Air Force.

*****Sub Note: Pilots that I recall who were in the 4th Fighter Group Detachment with Major Hovde were: J. O. Roberts and Jim Brooks. Both became test pilots for North American Aircraft Co. J. O. was in my class at the USAF Experimental Test Pilot. School. Dick Ziegler, (Changed to Merian) was assigned to my squadron back in the States. At this moment I can't remember the other names(My senior moment). As soon as this article is published I'll recall all of the names!

airshows continued...

October 30-November 1, 2003: AOPA EXPO. Philadelphia Convention Center, PA. (888) 462-3976. www.aopa.org/expo.

November 7-8 2003: Blue Angels Homecoming Airshow. NAS Pensacola, FL. Lt. Dave Zervas (850) 452-8161. www.mwr-pcola.navy.mil.

November 7-9 2003: Celebrate Freedom Festival. Columbia, SC. CW Randall (803) 788-6837. www.celebratefreedomfoundation.org

November 8-9, 2003: Wings and Waves. Embry-Riddle Celebrates Centennial of Flight. Daytona Beach, FL. Darryl Niemeyer (386) 226-6823. www.erau.edu.

November 8-9, 2003: Stuart Air Show. Stuart, FL. Walt McGlynn (772) 223-6722. www.stuartairshow.com.

November 22-23, 2003: The Great Orlando Rotary Air Show. Orlando International Airport. Pat Phillips (407) 425-7676.



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