



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

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November 2003

## The Origins of Veterans Day

In 1921, an unknown World War I American soldier was buried in Arlington National Cemetery. This site, on a hillside overlooking the Potomac River and the city of Washington, became the focal point of reverence for America's veterans.

Similar ceremonies occurred earlier in England and France, where an unknown soldier was buried in each nation's highest place of honor (in England, Westminster Abbey; in France, the Arc de Triomphe). These memorial gestures all took place on November 11, giving universal recognition to the celebrated ending of World War I fighting at 11 a.m., November 11, 1918 (the 11th hour of the 11th day of the 11th month). The day became known as "Armistice Day."

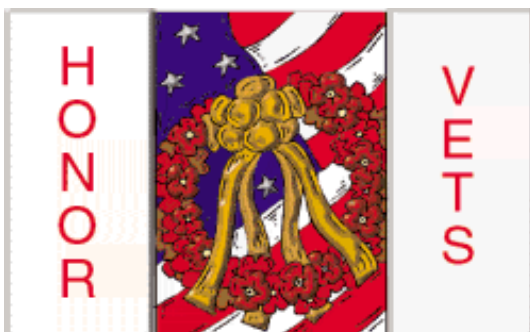
Armistice Day officially received its name in America in 1926 through a Congressional resolution. It became a national holiday 12 years later by similar Congressional action. If the idealistic hope had been realized that World War I was "the War to end all wars," November 11 might still be called Armistice Day. But only a few years after the holiday was proclaimed, war broke out in Europe. Sixteen and one-half million Americans took part. Four hundred seven thousand of them died in service, more than 292,000 in battle.



A BEAUTIFUL PICTURE COMMEMORATING THE LAST FLIGHT OF THE CONCORD

### Attention on Deck!

The first airshow meeting for TICO 2004 will be held Saturday, November 8th at the VAC hangar. Please plan on attending if you want to play a part in the success of this show.



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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

Nov 11, 2003

12:00 NOON

VAC MUSEUM BOARD ROOM

Dec 9, 2003

12:00 NOON

VAC MUSEUM BOARDROOM

FIND OUT MORE ABOUT THE FLIGHT OF FOUR  
PASTPORT INSIDE THIS ISSUE

**FLIGHT OF FOUR  
PASTPORT**  
*Your ticket into aviation's past*

Four of Florida's most interesting Aviation Museums and Attractions form up to offer a unique aviation experience.

- ✈ Fantasy of Flight
- ✈ Flying Tigers Warbird Restoration Museum
- ✈ Florida Air Museum at Sun 'n Fun and
- ✈ VAC's Warbird Air Museum

are launching their new *Flight of Four Pastport*. A group ticket to visit four aviation collections for one low price of **\$44.00**.

The new *Pastport* - a passport into aviation's past - traces where today's aeronautical accomplishments originated while exploring the future of flight. Visitors will see hundreds of Warbirds, aviation pioneers and cutting edge experimental planes at four unique locations while saving 25% off the regular ticket price.

Visit [www.fantasyofflight.com](http://www.fantasyofflight.com) to purchase your *Pastport*, or any of the four locations for an aviation adventure or call 863-984-3500 for information about purchasing a *Pastport*. *Flight of Four Pastports* are valid for one year from the time of activation. Take a day, a week, a month or a year to visit all four Museums in Central Florida.

All *Pastport* holders receive a FREE Museum pin from each location as well as special gift shop discounts.

## Commander - *Lloyd Morris*

The next airshow meeting will be held in the Museum Library November 8, 2003 at 12 noon. Bring your ideas with you - this is your show. Thanks to the members & board members that have already been busy with the preliminaries. There is a lot more to do. We desperately need someone that would work on sponsorships, donations, etc. Any help with public relations would be appreciated.

Remember your local stations have PSAs (Public Service Announcements) that they have to run. Why not help by calling or writing an e-mail to those stations with information on the museum or airshow. It's fun to see how many you can get on the air.

We hope to have the posters done early for distribution. Again let me know who can distribute them. We look forward to another great airshow!

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## Executive Officer - *Hal Larkin*

Update on Flight 19; made contact with A. E. Dorman, Captain USN Retired, who currently lives in Tennessee. Captain Dorman made the same training flight in the morning of December 5, 1945 as Flight 19 that afternoon. After Flight 19 departed, he stated that the weather began to deteriorate and a squall line went through with about a 180-degree wind shift, low cloud coverage and strong winds. They had no navigational aids, except a plotting board, and only a HF radio and had to rely on dead reckoning navigation.

With a strong wind and low cloud cover, Captain Dorman believes that they over flew Florida and are in the Gulf of Mexico. He also states that they flew several dogs at Opa Locka and Fort Lauderdale and they were very inexperienced pilots. He also told me that there was a carrier assigned to that area so they could complete their carrier qualifications. It was CVE 66, the Solomons.

The bottom sides of the Panther wings have been painted sea blue now to put the stars and bars on the left wing and Navy on the right wing. Then we will rotate the wings and paint the topsides. After the wings are painted, the fuselage will be painted. Sometime in December, we will hang the wings. Assembly of the cockpit is underway however; only one person can work in the cockpit at a time.

With the Panther restoration nearing completion, we are putting additional workers on the ME-208, which again is a lot of cockpit work. Ken Hawkins has agreed to work on the windshield mold on days other than Thursday. Rework of the baggage compartment is moving right along. Within

## Executive Officer - *Hal Larkin* - cont.

another month we should start painting the fuselage of the ME-208.

We can always use volunteers, so any members that are looking for an interesting past time, stop by the museum and we will sign you up. Guaranteed not to be boring!

### **The Ninth annual TOYS FOR TOTS Pancake Breakfast will be held on December 6, 2003 at Merritt Island Airport.**

The Merritt Island Pilots have come together again this year to bring a Happy Christmas to needy children of Brevard County. The Pilots and Friends of the Brevard Aviation Association, Experimental Aircraft Chapter 724 and Merritt Island Air Service will again sponsor a Pancake Breakfast with coffee, orange juice, sausage and pancakes. At 10:00, two Bell Choirs from the Gloria Dei Episcopal Church, the Celebration Ringers and the Praise Ringers, will set the holiday mood with Christmas Carols.

Breakfast will be served from 08:00 to 11:30. The price of this complete meal is a "NEW TOY" for kids. In past years the pilots have collected in excess of 310 toys, such as games, dolls, toys, scooters, bikes, etc.

TOYS FOR TOTS is a Marine Corps Reserve premier community action program and one of the Nations Flagship Christmas Charitable causes. Since 1947, the US Marine Corps Reserves have distributed over 300 million toys to needy children. Their Goal is to motivate economically disadvantaged children to grow into responsible productive and patriotic citizens. All toys collected will remain in our county.

For More information Call,

Bobbi Lasher      321 636 5346  
Tony Yacono      321 453 5388  
Catherine Hall    321 637 3316

If for some reason you cannot take part in this Pancake Breakfast but would like to donate a toy to 'TOYS FOR TOTS' you may drop it off at SUTHERLIN OLDS CADILLAC NISSAN ISUZU on Merritt Island. Please mark the toy(s) TOYS FOR TOTS. Tony will take them to the Airport for you.



## Operations - Mike McCann

I will try to keep the verbiage down to a minimum this month. Deadlines are looming and I just got called out to fly a trip.

There are several items I would like to bring to your attention. We have several events in the planning stages for the upcoming months. First is the opening day kick-off of the 'Pastport' Flight-of-Four. This program will link all four historical aircraft museums in the state of Florida on one ticket. On Saturday, December 6<sup>th</sup>, we will be showing off this new program to the press by performing a flight of four round-robin, visiting three of the four museums in one day. We will start at the VAC facility on Titusville for coffee and doughnuts, fly from there to Tom Reilly's Flying Tiger Warbird Restoration Museum for breakfast, then fly formation with Tom's B-25 and an aircraft from Kermit Weeks' collection (most likely his Ford Trimotor) to the Fantasy of Flight Museum in Polk county for lunch. The EAA Museum in Lakeland will not be on the stop due to a scheduling conflict that weekend. There will be room for one to two VAC aircraft on the event, and I will be calling a few of you in the upcoming weeks to offer an invitation to take part in this fun event. Tentative schedule is as follows:

8:00-9:00	Coffee and Donuts at VAC, show the press around.
9:30-10:00	Fly to Kissimmee.
10:00-11:30	Pancakes at FTWRM, show press around.
11:30-Noon	Fly to Fantasy of Flight.
12:00-1:30	Lunch and show press around.
???	Everybody go home!!!!

The following weekend, December 13<sup>th</sup>, the VAC will be hosting a "100 years of flight" recognition event. We will offer food and refreshments. This will also be an official EAA "Young Eagles" event, and I encourage you warbird operators to plan to attend and spend a day doing what you enjoy most, flying.



## Operations - Mike McCann - cont.

Planning is already well under way for TICO 2004. One aircraft that will be sorely missed however is the P-51 of Mr. Robert Tullius, 'Donald Duck'. At the end of the show season this summer, Bob most graciously donated his Mustang to the RAF Museum in Hendon, England, located in the suburbs of London. There it will be placed on a rotating pedestal in the entrance to the new display hangar currently under construction. As I am sure you are well aware, the market value of a restored P-51 is in excess of a million dollars. For Bob to donate such a valuable aircraft speaks volumes on his character and selflessness. The Mustang came into its own in England and Europe during WW II, so it only seems fitting that it be returned home to its final resting place for many future generations to see and appreciate. Bob has assured me however, that he himself will continue to be a part of the TICO show, albeit in one of the many other airplanes he owns.



*Mr. Robert Tullius relaxing under the tail of his P-51 'Donald Duck', at the Dayton Airshow, 2003*

*If an airplane is still in one piece, don't cheat on it. Ride the bastard down. - Ernest K. Gann, advice from the 'old pelican'*

For a look at this newsletter in a beautifully, colorful format, visit us on the WEB. It's easy. Just go to [www.vacwarbirds.org](http://www.vacwarbirds.org). You can download this and previous issues in Adobe PDF. You will need Adobe acrobat, which is available free from [www.adobe.com](http://www.adobe.com).

## Upcoming Air Shows 2003

**November 7-8 2003:** Blue Angels Homecoming Airshow. NAS Pensacola, FL. Lt. Dave Zerfas (850) 452-8161. [www.mwr-pcola.navy.mil](http://www.mwr-pcola.navy.mil).

**November 7-9 2003:** Celebrate Freedom Festival. Columbia, SC. CW Randall (803) 788-6837. [www.celebratefreedomfoundation.org](http://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](http://www.erau.edu).

**November 8-9, 2003:** Stuart Air Show. Stuart, FL. Walt McGlynn (772) 223-6722. [stuartairshow.com/](http://stuartairshow.com/).

**November 15, 2003:** Naples, FL. "Celebrating Aviation - Yesterday, Today, Tomorrow." [www.NaplesAviationDay.com](http://www.NaplesAviationDay.com).

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

**December 7-10, 2003:** ICAS Convention. Wyndham Anatole Hotel. Dallas, TX. (703) 779-8510. [www.airshows.org](http://www.airshows.org).

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## Maintenance - Bob James

C-47 - The aft section sheet metal repairs are complete less a couple of small interior items associated with mounting hardware. Gordon Briggs and Ivan Gomez were the primary workers on the tail section and they have taken a few weeks off for travel and family. I'm looking forward to their return. They both did a great job and have been among our most consistent volunteer workers. Our local FAA inspector paid us a visit recently and appeared to be happy with the status and quality of work of the repairs to date (as is our consulting authorized inspector, Irv Bubeck, IA).

Al McQueen is continuing his work on the center wing section on an every other week basis. With the return of some of our snowbirds to assist him, the work pace will no doubt increase.

The main landing gears and the tail wheel assemblies are still in prep for painting. Norm Lindsay will take care of this effort upon his return from his annual trip to Pennsylvania for the big electric train show.

## Maintenance - Bob James - cont.

UTVA - The intercom mike and phone jack installation (4 each) has been completed. A new ELT has been received and installed. There are a few remaining items to square away prior to applying for the experimental airworthiness certificate which I hope to have completed within the next month. My hearty thanks for the work of Jim Towe for the electrical and avionics installation. Unfortunately for the VAC, Jim got an offer he couldn't refuse and has come out of retirement and gone back to work on the Space Shuttle at KSC. Our loss is their gain. Jim still stops in occasionally after work to check on the UTVA's status.



### The 'Metal Master' himself, Al McQueen, hard at work on the center section

This past Saturday we were paid a visit by snowbirds Dick Hart and Mike McDonough. Also Josh Eiting was another drop in (from Ohio) with word that he will soon be back among the work crew. I am certainly glad to see our work force expanding again even if it is seasonal!

On a personal note, I had the privilege to act as copilot on a C-123 flight from the Seattle area back to Titusville. Interesting trip. It was a great way to see a lot of the territory that Lewis and Clark traversed 200 or so years ago. The C-123 will be based at Discovery Aviation. Now we have two C-123s on the field and it's not even airshow time yet.

The VAC and the local Merritt Island EAA chapter are planning to sponsor a "Young Eagles" flight event on December 13 (Saturday). It's still in the preliminary planning stage but if any VAC members who are also EAA members would like to participate please plan on doing so (please contact OPS - Mike McCann or myself). It will probably run from 1000 to 1600 hours, weather permitting. A pancake breakfast will be free to all pilots who fly "young eagles" and a small charge to others. We hope to have a fuel discount for all participating aircraft.

## Personnel - Alice Iacuzzo

Thanks to all that were able to meet on the Sterling Cruise Lines for the day. Unfortunately I was unable to go (slipped in a Whirlpool - fine now). I was looking forward to spending the day out to sea with all the members. The reports were favorable and everyone seemed to have a good time. I received some good information - they have meeting rooms on board the ship, in case we would like to do this again. Please let me know what you think!!

Honoring Vietnam Veterans for the week of September 26th at the museum was a success and we were able to get good P.R. from Jerry Rooks, thanks to Bob Frazier.

Kudos to Bob Stewart for all the improvements he has accomplished around the museum. Hangar doors have been fixed. The lawn is looking better each day and the filling in of the downside of the driveway has been completed. With the help of Leo Kordick and our SECEP workers, he will continue to clean and paint the many parts of the hangar that has to be redone. The museum is now ten years old and as with any building, it requires constant upkeep.

Our office Staff at this time consists of Linda Morgan and Judy Herring. Pieter Lenie and I are lucky to have the help especially as we get close to airshow time. Joan Dorrell has been out due to Jack Dorrell recuperating from recent surgery. Ginger Felty, our long time Gift Shop manager, has left and will be replaced by Crystal Haddan, assisted by Jeanann.

The days are definitely set for the airshow so we can really use your help. Thanks to Sam Lorino Jr. for volunteering to help me with the two Bud beer tents. Gary Clark and Nancy will help me by taking care of the Becks Beer tent. If you would like to volunteer (the beer tent profits go directly to airshow) let me know. Please help by signing one of the volunteer forms even if you have worked year after year on the show. It's the only way I can keep track of those that are working and where we need more volunteers.

If you know of anyone that would like to sell tools, aircraft parts etc. airplanes at the show, please let me know and I will send them the information. Contracts will be going out this week.

Do you have your green membership cards with a blue dot? That is the only color that will be accepted during the airshow. I will be going over the membership list so if you have a change of address or telephone number, let me know.

## Personnel - Alice Iacuzzo - cont.

E-mail is optional but it is great if we have a record. No, we will not add to your SPAM. I have some old e-mail addresses but quite a few have changed. If you can identify yourself as a member in the subject line, it will make it much easier for me. I sometimes have to go through hundreds of e-mails and this will help me identify the members.



### New Members

Myrtis & James Bishop	Orlando, FL
Barry Sexton	Boca Raton, FL
Shawn Thomas	Melbourne, FL

### Renewals

Ron & Inez Ackerman	Walterboro, SC
Terry Crawford	Ocala, FL
Tom & Patty Etter	Titusville, FL
James Eubanks	Snelville, GA
Bud & Nancy Evans	Indialantic, FL
Harold Ewing	Hopkins, SC
Fred & Julie Johnson	Ocala, FL
John Kirk	Rockledge, FL
Hal & Ruth Larkin	Merritt Island, FL

[Note from Alice](#)

If any corrections to this list are necessary please notify me at the VAC (321) 268-1941 or e-mail at [vacinformation@aol.com](mailto:vacinformation@aol.com)

The Valiant Air Command is now working with several of the Museums in North Brevard to have more local attendance. Thanks to Sam Beddingfield for volunteering to be our representative. Sam is also a tour guide on Tuesdays; he has quite a history in the Space program out at Kennedy Space Center.

- Alice



## Procurement - *Bob Frazier*

This appears to have been a quiet month that was devoted more to paper work and transporting donations.

In this connection we have received significant donations from Jennifer Lindsey in honor of her late husband. We disassembled and moved a very large glass display case (7 ft x 6 ft x 2 ft), detailed airplane models and 60 or more aircraft books. We unloaded it at the Museum with the help of a friend and with the help of Frank Pound and Bob Stewart. In addition, we receive and moved her bench lath with tooling, an arc welder, industrial grinder/buffer and another very large lath.

F-105 THUNDERCHIEF - Panel repair and replacements continue at a slow pace.

UH-1 HUEY - We have procured a set of wheels for the helicopter so that we may move it in and out of the hanger and more importantly to the airshow.

I completed writing a VAC COLLECTIONS/INVENTORY POLICY as requested by the US Army. This should complete our application to be certified by the US Army Automotive and Armament Command. Certification will make the VAC Museum eligible for US Army assets.

GRANTS - We were advised that we did not receive an award from the US Government for the repair of the C-47. There were 933 applications submitted but only 169 awarded. Take heart though, one of the points made at the Florida Museum Conference is that the first grant award is the hardest to get and after that you build on that award.

Don Hussey finalized two grant applications and submitted them to the Buehler Foundation for TBM restoration and The Boeing Co. for C-47 repair. In both, we agreed to match any funding awarded.

The VAC is in desperate need of a dedicated volunteer who would be willing to work on grant applications. None are quite the same but they get easier with each submission. If anyone is interested please advise ALICE IACUZZO or me.

2004 CALENDAR - I was able to have our airshow included on a new 2004 business calendar. Some 5000 will be issued to airports, FBOs and related businesses.

## Public Relations - *Bud Evans*

Your VAC has big things scheduled on the near horizon!

First of all, we are participating in a joint promotional program with the three other aviation museums in Central Florida, for a program named: "Flight of Four Passport". We have a passport which is sold at each of the four museums: Fantasy of Flight, E.A.A. Sun and Fun Museum, Flying Tiger Restoration Museum and your own VAC Museum. Each passport is good for one admission to each of the museums along with a logo pin from each when you visit their facility. The cost will be \$44.00, which is a good savings even for our members who get into our museum free.

We expect this promotion will increase attendance to our museum. They will be sold on-line, at AAA as well as each of the museums. There will be an advertising kick-off starting at the VAC museum at 0800 on the 6<sup>th</sup> of December. This will be our effort to have the media involved.

Coffee and Doughnuts will be served prior to flying some of the media to Kissimmee where they will have a pancake breakfast and tour that facility. From there the flight of four aircraft will proceed to the Fantasy of Flight Museum in Polk City where a luncheon and tour will be conducted. The flight will then fly over the Sun and Fun museum but will not land there, as they will have a previously scheduled event in progress. It should be a great start to our marketing adventure and we welcome any of you members who want to get up early and come to the museum to join us. We plan to begin the event at 0800 on the morning of the 6<sup>th</sup> not withstanding any late change in schedule.

We are working on airshow publicity and welcome any help that you members can give us in getting the word out to the area in which you live. We hope that as many of you members who can come here for the show will offer your services with the many, many jobs that are so essential to the success of YOUR show each year.

December 13<sup>th</sup> is another VAC event we are conducting in celebrating this 100<sup>th</sup> anniversary of man's first flight.

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# November 11



Say 'Thanks' to one....

## Aviating with Bud Evans

Most people believe that the most hazardous flight in flight-testing a new type of aircraft is its first flight. Having had several of those under my belt I can honestly tell you that the statistics don't bear out that premise. It's true that that test pilots were regularly awarded bonus money for making the "First Flight" on a newly designed airplane. It has come to be expected and not a bad way to reward the company's top test pilot for having survived in the business long enough to be selected for the highly visible "First Flight"! Of course from the standpoint of the company's future in selling that model aircraft on which it has spent so much time and money in designing, the success of that first venture into the sky is gigantic. However, my experience has been that you run into the most serious flight problems after a few early flights on the new model aircraft. It's historically when you begin to expand the flight envelope, testing its higher speed and higher "g" capabilities, however I'm not sure the word "complacency" really enters into the scenario. More often it happens to the test pilot when he is beginning to feel comfortable with the control responses of his new machine and it suddenly "bites" him (you know where!). I have had a few of those but my Guardian Angel (or instincts gained from experience) has always managed to bail me out. In some cases it has added a few more gray hairs and another data point to my internal computer from which to draw from in future flights.

On my fourth flight in a very unusual designed aircraft I was testing, I encountered one of those "hic-ups" to which I was referring. I was flying an aircraft, which was designed to fly out of sand that would be too deep and soft to walk in. Our manufacturing set up was in Everett Washington at the Boeing Aircraft Company's large Aircraft Manufacturing Field. It was a pusher type turbo-prop design and after I proved that it could fly and perform basic maneuvers with some degree of safety, a large fiberglass shroud was built to be placed around the propeller. The engineers had determined that the static thrust that was produced by the engine/prop was not sufficient to move the aircraft when sitting in 24" deep sand. The shroud would attach 80% of the lift to the prop, which produced only 20% when sitting statically. The big tubular attachment looked like a large hot tub turned on its side. I was skeptical about carrying the huge object that was placed around the prop and attached to the twin tail booms behind me. I knew when I taxied out for take-off that not only was it placing the center of gravity well to the aft but we had also determined the aircraft could not be rotated to the normal take-off attitude without dragging the bottom of the shroud on the runway.

Landing was to be another dicey maneuver! One of the characteristics of an aft engine aircraft that I learned on my first flight in this "Sand-Crab", was that the thrust line went negative when power was added and positive when power was retarded. On take-off, I was forced to pull much harder on the stick to get the nose to rotate to the take-off attitude

## Aviating with Bud Evans - cont.

and then it literally leaped into the air. On the only take-off that I made with the shroud attached, the aircraft accelerated to take-off speed much faster but the forces forcing the nose downward were much stronger. When I finally reach flying speed the aircraft wanted to climb straight up. I was pointed in the blue-sky position while pushing the stick as fast as I could toward the ground. Thinking mainly of my survival, I quickly retarded the throttle and dumped partial flaps, which produced several dipsey-doodles before I managed to get the aircraft safely back on terra firma. Needless to say, the engineers went back to the drawing boards while I continued the first part of the test program with a clean airplane. Once again I logged another data point in my "so much for simple flight tests" data bank.



Piper PA-48 'Enforcer'

Another example of complacency happened to me when I was working at Piper Aircraft Co. in Vero Beach, Florida. I was the Chief Test Pilot and Flight Test Operations Manager of the "Enforcer Test Program". It was a turbo-prop modified P-51 and the aircraft was down for several days for some modifications. I was called to the front office and asked to perform some flight test spins on a standard Cherokee 140 Flight-liner. It was Piper's basic trainer and there were several thousand being flown all over the world. Piper was being sued in several cases that claimed that several 140's had crashed while in uncontrollable spins. I was asked to take one of the production aircraft off of the flight line and see if I could get it into an uncontrollable spin. The FAA had certified the trainer for spins and all of the Piper pilots who had spun it, said it was almost impossible to keep it in a spin. I was to climb to 10,000 feet and conduct my attempts from there. The aircraft was to be at the worst possible conditions: Max gross weight and max aft "cg". The only way this could be reached was to add lead weight bags to the aft compartment so that they would compensate for fuel used climbing to 10,000 ft and also provided full aft "cg". It seemed like a "No Brainer", so off I went for my first few attempts. After performing at least 10 spins from all kinds of entry positions, I was convinced that the aircraft was so stable that releasing any of the controls would immediately cause the aircraft to recover from the



## Aviating with Bud Evans - cont.

spin. I had only been able to make 2 or 3 spins on each flight, as I had to land and get fuel so as to be at max gross weight when entering the spins. I would lose no more than 1500 feet in altitude on the most sustained spins. It was about the 11<sup>th</sup> or 12<sup>th</sup> spin entry that I encountered some hesitation in the aircraft's start of the spin entry but once the rotation started and the nose pitched downward the spin was normal. That momentary hesitation excited me to the point that on the next entry I snapped the nose up with full aft wheel kicked hard right rudder with full right aileron. As soon as the aircraft started to yaw to the right I threw in full left aileron and held the other controls as they were. Suddenly the nose stopped moving to the right and the Cherokee seemed to stop in mid-air. Without warning it began to spin around its axis with the nose staying on the horizon, the prop came to a stop and all of my controls flopped effortlessly in my hands. The airspeed went zero and I was rotating so rapidly I couldn't count the turns. I had absolutely no control response from any of my flight controls and my attempts to start the engine were unsuccessful. It didn't take me long to realize that I was in an unresolvable situation and not being a hero I decided to make a nylon letdown. I tried to open the cabin door, which was on the right side of the aircraft, but the rotation forces were so high that I didn't have enough strength to hold it open. I put my back against the left side of the cabin and pushed the door partially open with my legs but when I leaned forward to pull myself towards it I found that I was not strong enough to get to the opening before it closed. About then I decided I was in deep trouble! The chase pilot was screaming over the radio for me to bail out and I had no idea how high I was above the ground. As a desperation



move I threw my back (and parachute) against the windshield in an attempt to break the plexiglass windshield. All that happened was to jar my body but I felt the aircraft nose dip very slightly while I was on top of the glare shield. Within milliseconds I doubled up my legs and pushed off from the back of the seat throwing as much of my body on top of the glare shield and against the windshield as I could.

Before I knew what had happened, I found myself being thrown to the top of the cabin as the Piper pitched down past the vertical position. I remembered reaching for the control wheel and held it forward as the nose came back to the horizon and the engine came to life. I was not going to let it go back into a spin. I had no idea how close to the

## Aviating with Bud Evans - cont.

ground I was but when I was back in the seat I could see that I had at least 500 feet before hitting the ground. My landing was uneventful and I was hustled into the de-briefing room. My chase crew gave their perspective of what it looked like from the outside but they were unable to agree as the number of turns I had made. It varied between 18 and 22. I had no idea, as I was busy trying to resolve my dilemma. I made it clear that there would be no more spin tests until they installed a quick release door and an anti-spin chute.

I conducted several more spin tests on the Cherokee 6 and the Arrow without any problems. Some months after I had left Piper and while flying the F-5B for Northrop, I learned that the Chief Engineering test pilot for Piper had gotten the Cherokee 180 in a flat spin, the spin chute failed and when he bailed out he was killed when struck by the spinning aircraft. Take it from someone who has tested many aircraft from Mach 2.5 fighters, helicopters, STOL machines and gliders, you are just as dead when you defy the natural laws of physics and loose!

Keep Em Flying



*One of our boys in Iraq defending our homeland with his new friend keeping a watchful eye*

## Yesterdays Battles - Jeff James

### World War Two: Halsey + Seabees = Victory

November 1943-Starting at Guadalcanal in 1942, the American Navy and Marines had slowly worked their way up the Solomon Islands in the south Pacific. Their ultimate goal was the formidable Japanese naval base of Rabaul, on the island of New Britain. But a major obstacle loomed in America's path; the island of Bougainville, located 300 miles southeast of Rabaul, Bougainville was an attacker's nightmare. At 150 miles in length, it is infested with thick jungles, mountains and even two active volcanoes! It also contained five airfields and an estimated 35,000 Japanese troops, including the notorious 6<sup>th</sup> Imperial Division, which had taken part in the barbaric sack of Nanking, China, in 1937. Although the airfields were badly needed by American forces, they were also very heavily defended. So instead of attacking the airfields, the Marines would be sent to capture a low lying, swampy area at Empress Augusta Bay.

## Yesterdays Battles - Jeff James - cont.

Codenamed "Operation Cherry Blossom", the 3<sup>rd</sup> Marine division stormed ashore Bougainville on November 1<sup>st</sup>, 1943. The Marines achieved surprise due to the lack of a pre-landing bombardment and several diversionary operations. Feeling this was just another diversion, the main Japanese forces on the island were slow to respond. The Marines used this time to establish a perimeter five miles wide and one mile deep. But the Japanese navy took the threat much more seriously. A force of two heavy cruisers, two light cruisers and six destroyers escorted reinforcements toward Bougainville. An American force of four light cruisers and eight destroyers challenged them. Although outgunned, the American ships used radar to their advantage, sinking the light cruiser Sendai and a destroyer and forcing the Japanese to retire. This simply made the Japanese more determined to smash the invasion forces and beach head. They quickly gathered a force of six heavy cruisers plus supporting destroyers at Rabaul.



## Yesterdays Battles - *Jeff James* - cont.

There were no American surface forces in the area that could stand up to this fleet. All that was available was Task Force 38, which included the aircraft carriers *Saratoga* and *Princeton*. They would strike the Japanese cruisers before they left Rabaul harbor. Admiral William "Bull" Halsey knew it was risky, but felt he had no choice. He later wrote, "I sincerely expected both air groups to be cut to pieces and both carriers stricken, if not lost (I tried not to remember my son Bill was aboard one of them) we could not let the men at [the beach head] be wiped out while we stood by and wrung our hands."

It was an obvious risk to expose these valuable carriers to Japanese land based aircraft. On November 5<sup>th</sup>, 1943, ninety-six carrier planes swept toward Rabaul, while land based Corsairs and Wildcats protected the fleet. Instead of being cut to pieces, as Halsey feared, the strike force shot down twenty-five Japanese planes and



damaged six cruisers and four destroyers. The Japanese conceded defeat and withdrew their cruisers to the relative safety of Truk, in the Caroline Islands far to the north. The American's lost only ten planes and the two carriers retired undamaged.

Now safe from naval interference, the Seabees worked feverishly to complete the airfield in the swampy area around Empress Augusta Bay. By the end of the year it was operational. This helped to complete the isolation of Rabaul and end its effectiveness as a naval and air base. The thousands of Japanese troops at Rabaul and on Bougainville were now isolated and left to "wither on the vine." With Rabaul out of the picture, the Navy could move on to other objectives, like Truk, the Philippines and ultimately Japan.



*Admiral William "Bull" Halsey*

## Reno Air Races!

Congratulations to two Valiant Air Command pilots who finished among the leaders of their respective classes at the recent National Championship Air Races in Reno, Nevada. Fred Telling placed a close second in the T-6 Class Silver race, finishing just 55-hundredths of a second behind Ken Dwelle, 8:10.53 to 8:11.08. Telling's average speed in the T-6 *Baby Boomer* was 222.765 mph. In the Unlimited Bronze race Jimmy Leeward piloted his P-51D Mustang *Cloud Dancer* to a second-place finish with an average speed of 402.032 mph.



*Jimmy Leeward's beautiful # 9 'Cloud Dancer'*

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### C- 47 TICO-BELLE REPAIR FUND

As of 30 SEPTEMBER 2003 dollar donations to the fund totaled \$56,654 with a remaining balance of \$1908. Donations were low this month.

New material bills so far this month have taken the balance to the lowest point since starting the project.

At this point we are in need of additional donations as we move further into repair of the wing center section (see Bob James report for details). Addition is also needed because the work should increase with the return of the "SNOW BIRDS".

Also since there are only 2 full months left in the year this is the time to think about TAX DEDUCTABLE donations. !!!

- Bob Frazier





Space Coast Regional Airport  
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**MEMBERSHIP APPLICATION  
VALIANT AIR COMMAND, INC.**

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

Last Name \_\_\_\_\_ First Name \_\_\_\_\_ Middle \_\_\_\_\_

My Name Tag should read \_\_\_\_\_ Spouse's Tag \_\_\_\_\_

Home Address \_\_\_\_\_ Home Phone \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_ Bus. Ph \_\_\_\_\_

Date of Birth \_\_\_\_\_ Marital Status \_\_\_\_\_ Occupation \_\_\_\_\_

Spouse's Name \_\_\_\_\_ No. of Children \_\_\_\_\_

Armed Services Time: Yes \_\_\_ No \_\_\_ Dates \_\_\_\_\_ Rank \_\_\_\_\_

Are you interested in: Restoration \_\_\_\_\_ Warbirds \_\_\_\_\_ Museum \_\_\_\_\_ Airshows \_\_\_\_\_ Volunteering \_\_\_\_\_

Comments \_\_\_\_\_

Check Enclosed \_\_\_\_\_ Cash \_\_\_\_\_ Visa \_\_\_\_\_ M/C \_\_\_\_\_

This Application is subject to review by our General Staff. **YOUR INFORMATION IS CONFIDENTIAL**  
Single (1) \_\_\_\_\_ \$75/yr Family (2) \_\_\_\_\_ \$100/yr **(DONATIONS ARE TAX DEDUCTIBLE)**

Date \_\_\_\_\_ Signature \_\_\_\_\_

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