



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 11

December 2003

**TICO 2004 IS ONLY 3 MONTHS AWAY!**

**Are you ready?**

We Need Your Help!



**AIRSHOW**  
**TICO WARBIRD**  
**March 13 & 14, 2004**

*Proud to be American*

**MODERN MILITARY FLY-BYS & DEMOS • STRAFING RUNS  
 VINTAGE WARBIRDS & STATIC DISPLAYS • DOG FIGHTS**

**SPACE COAST REGIONAL AIRPORT**  
 Gates Open 8:30 a.m. • Flight Line 9:00 a.m. - 12:00 noon  
 Airshows on Saturday & Sunday at Approx. 12:30 p.m. • No Coolers/Dogs  
 For information call: TICO Warbird Airshow, Inc. (321) 258-1941  
 Advance Ticket - Adult \$10 • Gate \$12, Children (4 to 12) \$5 • Gate \$7  
 Flightline (PI) Pass \$3 • 2-Day Pass - \$20 (includes Flightline Pass)

U.S. 1 & Route 405 • Titusville, FL • Warbird Air Museum Is Open All Year



*Inside this issue:*  
 Christmas Party Info  
 Yesterday's Battles  
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 Volunteer Registration  
 Aviating with Bud Evans



# Valiant Air Command

6600 Tico Road, Titusville, FL 32780-8009

Tel (321) 268-1941 Fax (321) 268-5969  
vacinformation@aol.com www.vacwarbirds.org

## EXECUTIVE STAFF

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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

DEC 9, 2003

12:00 NOON

VAC MUSEUM BOARD ROOM

JAN 13, 2004

12:00 NOON

VAC MUSEUM BOARDROOM

### NEXT MEMBERSHIP MEETING:



VAC CHRISTMAS PARTY! FRIDAY, DECEMBER 12TH - MEMORABILIA ROOM. DRINKS AT 5:30, DINNER AT 6:30. MORE DETAILS ON PAGE 5

## Commander - Lloyd Morris

It's been over a year since I took over the post as Commander (a very busy year). Again, much has been accomplished and things look great around the museum. Thanks to the hard work of the Board Members and their volunteers.

We are in an excellent area being so close to the Kennedy Space Center with their millions of visitors each year but as with all attractions, there has been a slowdown but with hard work we have been able to stay ahead.

Quite a few people attended the first Airshow meeting and we went through the preliminaries of the upcoming 2004 show. After the meeting we had a pizza party that was enjoyed by all. As the Airshow Chairman, I will appreciate all the volunteers I can get. Sign one of the Airshow Volunteer forms that is available at the Gift Shop counter.

I am looking forward to seeing you at the Christmas Party on December the 12th. Have a great Holiday.

## C-47 TICO BELLE REPAIR FUND

The repair fund is in dire need of funds. As of 31 October 2003 dollar donations totaled \$ 57,724 with a remaining balance of \$ 1,152. However with the need for additional aluminum sheets and longerons in early November the balance fell to about \$ 100.

- Bob Frazier

## Executive Officer - *Hal Larkin*

The bottom sides of the right and left wings are complete with the star and bar on the right wing and NA-24 on the left wing. The wings have been rotated and the top sides painted their final color, sea blue. After the left wing has the star and bar and required decals applied, the wings will be ready for installation. George Doris has returned from his northern vacation, now he can finish the rework of the six bomb racks. After the bomb racks are completed and painted, they will be installed. The fuselage was rolled out and pressure cleaned of all the sanding dust from the body filler. The fuselage will now be wiped down with a cleaning fluid and primed. After prime, a light sanding and final paint, sea blue. The cockpit is starting to look like a cockpit. The fabricated map case and the reworked wing-fold panel have been installed. The emergency canopy release handle (air bottle) has been fabricated (machine shop) and is ready for installation, still needs the engraved plaque. Both tip tanks are painted and ready for installation after the wings are installed. The main instrument panel has been fabricated, still missing three instruments. The reflector instrument panel is in fabrication.

The ME-208 is starting to look like a complete aircraft. The baggage section has been reworked and is painted. The access door to the baggage compartment needs some adjustment. That is a small word for a lot of work. The mold for the top curved plexi-glass is coming right along. Without drawings, we have to use the airframe for hard points to fabricate the mold. Our goal is to have the ME-208 and the Panther painted for the air show.

We still need volunteers. You know there are two types of volunteers: the ones that donate man-hours at the VAC, and the ones that donate the stuff that keeps the VAC operating, cash. We are looking for both.

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## Operations - *Mike McCann*

Things are starting to pick up speed as preparation for TICO 2004 is well underway. Major items under review for that event include having a formation clinic for three days prior (I am guardedly optimistic about this and I will search for some funding to support this event) and the annual Press Day fly-out luncheon (both restaurants we have used in recent years are now closed). A pilot invitation letter will be mailed out in December. Also, be aware that we are experimenting with a 2-day format.

I would like to extend my gratitude to pilots Randy Difani, Scott Groh, and Erik Frazier (all T-6/SNJ drivers) who participated in a formation fly over here in Melbourne to honor the return of the 920 Rescue Wing personnel from the war in Iraq (guys, your checks should be in the mail). Yours truly got to pull radio coordination duty on the ground with the radio.....

## Operations Officer - *Mike McCann* - cont

I am pleased to announce than the Fuji owned by Dennis Callahan and flown by Bud Isles will be representing the VAC in the 'Flight of Four' Pastport round robin flight on December 6<sup>th</sup>. Also, do not forget about our open house and celebration on the following Saturday, December 13<sup>th</sup>. We will be offering a pancake breakfast in the morning and Young Eagles flights from 9:00 until 3:00.

The UTVA is finally finished and I am in the process of arranging for insurance and setting up a training plan. We will be saying goodbye shortly to Eric Frazier of Warbird Flights, chief pilot for our T-6 ride operator here. He has been offered a dream position flying for Lee Lauderback of Stallion 51 Corp. Talk about being in the right place at the right time!!

*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'*

### Upcoming Air Shows 2003-2004

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

**December 13, 2003:** VAC's own celebration of "100 Years of Flight." While not an airshow, we plan on having an open house, pancake breakfast, and Young Eagles flights for the kids. All VAC members invited. (321) 268-1941.

**March 13-14, 2004: Valiant Air Command's TICO Warbird Airshow. (321) 268-1941. [www.vacwarbirds.org](http://www.vacwarbirds.org).**

**March 20-21, 2004:** Gulf Coast Salute 2004. Tyndall AFB, Panama City. FL Capt Christopher Karns (850) 283-2937. [chris.karns@tyndall.af.mil](mailto:chris.karns@tyndall.af.mil)

**March 27-28, 2004:** Florida International Airshow. Charlotte County Airport, Punta Gorda, FL. Mr. Thomas Garrard (941) 639-7020. [twglaw@comcast.net](mailto:twglaw@comcast.net).

**March 27-28, 2004:** Orlando AirFair 2004. Orlando Executive Airport, FL. Lou LaFond (386) 574-1872. [lou@lafondaviation.com](mailto:lou@lafondaviation.com)

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## Seed Money

As in years past our members have helped support the Airshow by a temporary loan of funds for airshow use. This helps us with all the prepaid items that have to be taken care before the show.. This year we can use your help and as always the reimbursement checks are the first one's to be mailed after the show. It has been the policy for the past twenty-five years. We appreciate your support and names will be listed in the Unscramble. The letter went out the beginning of this week and our first response is:

## Yesterdays Battles - Jeff James

### World War II - Last Hurrah for the German Navy

December 1943-The German battle cruiser Scharnhorst had a long but checkered career during World War Two. She had a maximum displacement of over 31,000 tons but could still achieve an impressive speed of 32 knots. Armed with nine eleven-inch guns in three triple turrets, she was a very formidable warship. Some of the high points of her career included the sinking of the British aircraft carrier Glorious in June 1940, at the conclusion of Germany's invasion of Norway. Another success was the infamous "Channel Dash" of February 1942, when Scharnhorst, sister ship Gneisenau and the heavy cruiser Prinz Eugen left the French Atlantic port of Brest and boldly sailed up the English Channel and back to Germany. Protected by a massive armada of Luftwaffe fighters and small naval vessels, the three warships made it through the English Channel virtually unscathed, much to the embarrassment of the British navy and air force. But the war had changed dramatically between February 1942 and December 1943. The war would come to an end for the Scharnhorst on Boxing Day, December 26<sup>th</sup>, 1943, in what was to be the last surface engagement between capital ships in European waters.



*The Scharnhorst*

With Germany retreating on all fronts, a victory was desperately needed. An allied supply convoy, JW-55B, seemed to provide just such an opportunity as it plodded its way through icy seas toward northern Russia. Therefore the Scharnhorst and five destroyers, under the command of Admiral Erich Bey, were sent out from Norway to intercept the convoy. High seas and appallingly bad weather soon forced the destroyers to return to base. Undaunted but also unaware of her impending doom, the Scharnhorst continued on alone. Admiral Bey tried to get at the convoy but was turned away by the British cruisers Norfolk, Sheffield and Belfast. With his forward radar damaged by shellfire, Bey broke off and tried to escape. However, he then ran into the convoy's distant covering force, which included the battleship Duke of York and the cruiser Jamaica. Weighing over 35,000 tons, the Duke of York had ten fourteen inch guns mounted in one twin and two quadruple turrets. While she certainly had the Scharnhorst outgunned, her top speed was only 29 ¼ knots, and the Scharnhorst slowly pulled away in the running battle that

## Yesterdays Battles - Jeff James - cont.

followed. However, a fourteen-inch shell from Duke of York destroyed one of Scharnhorst's engine rooms and her speed began to fall off. This allowed the pursuing British cruisers and destroyers to catch up. In the barrage of shellfire and torpedoes that followed, the mighty battle cruiser blew up and sank at 1945 hours. Out of a crew of nearly 2,000 men only thirty-six survivors could be saved from the icy Arctic waters. Never again would a German capital ship charge forth to do battle with the allied navies. For the remainder of the war, control of the vital shipping lanes to Russia would belong to the allies, as would ultimate victory.



*The British battleship "Duke of York"*

### **HELP WANTED, Dick Miller, Tour Guide Chairman**

We are in need of tour guides in order to efficiently cover all of the museum's operating hours. The guide is a very important part of offering that personal touch to our visitors - our main source of income!

If interested in donating some time, please contact Dick Miller (321) 264-7435.

***(Pay is lousy but job satisfaction is great!)***



The Christmas party will be held in the Museum Memorabilia Room on Friday, December 12<sup>th</sup>. Cocktails (available at a cash bar) begin at 5:30 pm. Dinner will be served at 6:30. All members are encouraged to join in the festivities.

The fun includes a gift drawing - please bring a gift (wrapped) costing no more than \$5.00 to participate in the drawing - it's optional. Gag gifts are permitted!! But of course, you won't know who the recipient will be - that will be the luck of the draw.

The cost is \$13.00. Reservations are required and can be made by calling (321) 268-1941.

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## Maintenance - Bob James

C-47 - The C47 effort has benefited from the return of snowbirds Mike McDough, Don Riggle, Dick Hart and Doc Bixby. Ivan Gomez has also returned and all of the aforementioned gentlemen have substantially increased the work progress on the "Tico Belle".

Al McQueen has completed the work on the left center wing outboard stress panel and is already well into the repair of the left nacelle. In order to get the "Belle" on her gear for the coming Tico air show, work on the right nacelle has also been initiated by Norm Lindsay and the crew (including ops director Mike McCann). The left exhaust shroud from the donor C-47 has been removed and will be used on "Belle".

Thanks to Bob McCullough who undertook the mission to pick up the C-47 firewalls donated by Dick Osbourne from the Opa Locka area. This involved an all day trip with a post 7:15 PM arrival at the museum, complicated by the fact that his cell phone wouldn't respond to my calls! I had given up on him at about 7:00 PM and was several miles towards home when he finally reached me necessitating a 180-degree turn back to the museum. Parts from the donated firewalls are being used as they are in much better condition than the ones on the donor C-47. Lots of rivets to drill out causing another order from Aircraft Spruce for still more cobalt drills!

## Maintenance - Bob James - cont.

The horizontal stabilizer sheet metal repairs have been completed and it will be installed (hopefully) prior to the air show.

The main landing gears (from the donor C-47) have been cleaned, primed and painted with silver metallic paint and are ready for assembly following completion of the nacelle work. The tail wheel has been painted in a similar fashion.

UTVA - The annual has been signed off and the request to the FAA for an experimental (exhibition) airworthiness certificate for the aircraft was sent in two weeks ago. With great cooperation from our FAA representative, I received our airworthiness certificate today (11/20/03). However, we have encountered a failed boost pump and will have to replace it prior to flying the aircraft. We also have to obtain several sponsors that will cover the insurance and share the operation expenses (except for fuel and oil provided by air shows).

Hope to see many of you at the Christmas party on Friday, Dec 12<sup>th</sup> at the museum.

Please also remember the "young eagles" day the following Saturday the 13<sup>th</sup>. We need help with the pancake breakfast, ground crew to direct/park aircraft, clean up crew, etc. Please contact myself or wife Ann if you can provide support of any kind. This is part of the VAC's effort to support general aviation and celebrate the centennial of powered flight!

Finally my thanks to all of you who have donated to the C-47 fund. We couldn't have gotten this far without all of you. Please stop by the museum and check out our progress. I hope that you will be pleased with the work so far.

Hoping that you all have a great Christmas and a Happy New Year!!



## Personnel - Alice Iacuzzo

### Motels

I have been trying to get special rates for or members at the local hotels. I am listing telephone numbers if you wish to call. The rooms will be limited so call as soon as possible and reserve. Give them your member # and credit card to reserve. It is not too early. Some may lesson the rate with AARP/AAA.

Randolph Inn	U.S. 1	321 269-5945	\$55.00
Riverside Inn	U.S. 1	321 267-7900	\$42.00
Holiday Inn	U.S.1	321 269-2121	\$79.00
Best Western	I-95 Exit 222	321 269-9100	\$79.00
Ramada Inn	I-95 Exit 222	321 269-5510	
Days Inn	I-95 Exit 222	321 269-4480	\$45.00
Comfort Inn	I-95 Exit 222	321 269-7110	\$59.00 and \$69.00
Econo Lodge	U.S.1 & SR 528	321 632-4561	\$48.00 + breakfast (week rate 42.00)

### Beachside

Radisson Inn	A1A (C.C.)	321 784 0000	\$79.00 (special)
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### Vendors

Once again, I can use vendors that sell tools, parts etc. This is a great place to put these items up for sale. Send me the names and I will follow up by contacting them. If you have an aircraft, boat etc. (that needs approximately. 20x20 space) for sale. we will place the aircraft near the vendor line. Call or E-mail me at the office for information. We have at fifteen vendors have been coming back each year.

### Historian...Bob & Betsy Cushman

The Historian Program directed by Bob & Betsy will be out there again with their crew of Historians. The Historians work on the flight line while it is opened 9-12 and each one is designated an aircraft that they are knowledgeable about and can answer questions. You can call Bob or Betsy if you would like to help (407) 333-0758. The program "Win your Wings" for the children has been popular year after year and they visit the museum with their free tickets. The kids get excited when they get their wings each year.

### PSA (Public Service Announcements)

"You can help" without leaving home. As a Non Profit Educational organization the radio stations and television stations must put on some PSAs...why not take advantage of them and help your organization by calling and placing the information about the airshow or museum with the stations to make these announcements. Its fun to see how many stations you can get to do this. Also, there are newspapers that will put out free information. Newspapers will also make announcements free. Each paper has free advertising under different names. They have "What's" happening columns, Briefs, social, etc. Even a small blurb announcing the dates of the airshow would help. They

## Personnel - Alice Iacuzzo - cont.

come in many names but they are there in your local paper. The airshow form I send out has all the information about the airshow right on it. If you do not have one I will be happy to send it to you...Give it a try..advertising is a very expensive part of the airshow but you...can help.

### Posters

The airshow posters are in...do you have some place to locate them? We will mail them to you if you can't come in. Call the office or use your E-Mail.

### Volunteer Forms

Thanks to those members that return their volunteer forms to the VAC. It helps to know where you will work and makes you an official volunteer. Remember if you are staying at a hotel...having meals out when you are volunteering there are many tax write-offs that you can take for your services. Check with your accountant or read the rules. It's a wonderful place to be after spending the cold winter up North.

### Membership Cards

Only green membership cards (blue dot) with your name and dates will be accepted as proof of membership. If your card is not green... please call the office.

### Door Prizes and Raffle Donations/Auction Items

Once again we can use some help in this area. If you have something we can use for a door prize or raffle, auction...let us know. Whether it is tickets to Disney, Space Center, ride on an aircraft or some restaurant (whatever). Look around at home. You may have something that can be used in the auction. I dislike throwing things out but if I can donate them, it's easier to get it out of the house...Think Valiant Air Command for donations. All items will receive a tax-deductible receipt. You help us operate the museum and restore aircraft and one day the C-47 will fly.

### C-47 Repair Fund

I would like to thank all of the members that answered my plea and sent checks for the Repair Fund. We were truly down to our last \$100 in the C-47 Repair Checking account. As you can see it adds up. **THANKS AGAIN!!!**

Rich/Irina	Davis	Miami Beach, FL	\$300
Jack/Joan	Dorrell	Melbourne, FL	\$100
Lynn	Brackett	Winter Springs, FL	\$100
Steve/Jennifer	Grant	Indialantic, FL	\$40
Don	Hussey	New Baltimore, MI	\$25
Charles/Vivian	Kittell	Orange Park, FL	\$50
Robert	Nishimura	San Jose, CA	\$250
Harry/Joan	Osbus	Edgewater, FL	\$100
Fran	Palka, Jr.	Worcester, MA	\$100
Arthur/Sue	Schott	Roanoke, VA	\$100
Paul	Woodard	Sebastian, FL	\$250



**Valiant Air Command Museum**  
 6600 Tico Rd.  
 Titusville, FL. 32780  
 321 268 1941 Fax 321 268 5969

Web Site: [www.vacwarbirds@aol.com](http://www.vacwarbirds@aol.com)  
 E Mail: [www.vacinformation.org](http://www.vacinformation.org)

## WARBIRD PILOT REGISTRATION FORM

NAME \_\_\_\_\_ MEMB.# \_\_\_\_\_

*(Please Circle)*

WHAT DAY WILL YOU ARRIVE? SAT. SUN. MON. TUES. WEDS. THURS. FRI. SAT. SUN.

WHAT HOTEL WILL YOU BEING STAYING AT? \_\_\_\_\_

TYPE A/C \_\_\_\_\_ "N"# \_\_\_\_\_ ADDITIONAL A/C TYPE? \_\_\_\_\_ "N" # \_\_\_\_\_

OIL TYPE VISCOSITY \_\_\_\_\_ HYDRAULIC FLUID \_\_\_\_\_

VISIBLE MARKINGS \_\_\_\_\_ FUEL TYPE \_\_\_\_\_

MEMBER THAT CAN FLY YOUR AIRCRAFT \_\_\_\_\_

HOME BASE A/C \_\_\_\_\_ CREW NAME \_\_\_\_\_

**EACH PILOT** *please* **"ENCLOSE COPIES"** OF THE  
**FOLLOWING CERTIFICATES:** **INSURANCE** \_\_\_\_\_  
 PILOT CERTIFICATE \_\_\_\_\_ CURRENT MEDICAL CERTIFICATE \_\_\_\_\_  
 FORMATION CERTIFICATE \_\_\_\_\_ BIENNIAL FLIGHT REVIEW \_\_\_\_\_  
 AEROBATIC WAIVER \_\_\_\_\_ *Please check if enclosed* \_\_\_\_\_

**MEDICAL** *Confidential The following information will be used in emergency only*

FULL NAME \_\_\_\_\_ AGE \_\_\_\_\_ BLOOD TYPE \_\_\_\_\_

ALLERGIES \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ ST \_\_\_\_\_ Zip \_\_\_\_\_

(H)PHONE \_\_\_\_\_ (W)PHONE \_\_\_\_\_ FAX \_\_\_\_\_

E MAIL \_\_\_\_\_

**PERSONAL PHYSICIAN INFORMATION**

NAME \_\_\_\_\_ PHONE \_\_\_\_\_

ADDRESS \_\_\_\_\_

NEXT OF KIN \_\_\_\_\_ PHONE \_\_\_\_\_

A/S F 0004

*Please send info on Pilot/Picture for airshow announcer.*



IMPORTANT  
RETURN TO:

TICO Warbird Airshow, Inc.  
Tico Airshow 2003  
6600 Tico Road  
Titusville, FL 32780  
Ph (321) 268-1941 Fax (321) 268-5969  
Email: vacinformation@aol.com

## VOLUNTEER REGISTRATION FORM - TICO AIRSHOW 2004

Name: \_\_\_\_\_ Phone: \_\_\_\_\_

Address: \_\_\_\_\_ Email: \_\_\_\_\_

What day will you arrive? Sun 3/7    Mon 3/8    Tues 3/9    Wed 3/10  
(circle one)                      Thurs 3/11    Fri 3/12    Sat 3/13    Sun 3/14

Hotel you are staying at (if applicable)? \_\_\_\_\_

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

<u>Date</u>	<u>Time</u>	<u>Date</u>	<u>Time</u>
Grounds, 3/8- 3/12		Finance	
Transportation		Public Relations	
Drivers		Poster	
F/L Ticket Taker 8am - 12noon		A/S Advertising	
Beer Tent Sales		Tours	
PX Sales		Military	
Gate Tickets 8am - 3pm		Program Sales	
Pyrotechnics		Program Sales	
F/L Safety		Social Activities	
Flightline VAC		F/L Historians	
Security		Office Telephone	
Maintenance A/C		Sponsorships	
Sign Painting (Before Airshow)		Sign Distribution	



# Welcome Colonels

## New Members

Jeff	Carolyn	Boyken	Viera	FL
David		Nonez	Satellite Beach	FL
Milo	Deb	Zonka	Palm Bay	FL

## Renewals

Mark	Doris	Ball	Miami	FL
Shelia		Bennett	Miami	FL
Jack	Rosa Lee	Bohrer	Cocoa	FL
Lynne		Brackett	Winter Springs	FL
Donald	Lorene	Camp	New Smyrna Bch	FL
Earl		Compton	Glen Mills	PA
Alice		Crost	Newton Square	PA
Doug		Davidson	Naples	FL
Jeffrey		Davis	Ocala	FL
Jack	Joan	Dorrell	Melbourne	FL
Ray		Dunkman	Pembroke	FL
James		Eubanks	Shellville	GA
Reid	Jeffrey	Garrison	Anderson	SC
Steven	Jennifer	Grant	Indialantic	FL
"Seb"	Ruth	Haller	Melbourne	FL
Joe	Bee	Haydu	Riviera Beach	FL
Barry	Scott	Holm	Vero Beach	FL
Don		Hussey	New Baltimore	MI
Jeffrey		James	Melbourne	FL
Carver		Kennedy	Fayetteville	GA
Leo	June	Kerwin	Cape Canaveral	FL
Charles	Vivian	Kittell	Orange Park	FL
Sue		Konig	Daytona Beach	FL
Richard	Diane	Krol	Baldwin	NY
Hal	Ruth	Larkin	Merritt Island	FL
"Flea"		Meyer	Port St. John	FL
Ruth		Middleton	Cocoa	FL
Richard	Wendy	Miller	Titusville	FL
Jim		Mitton	Merritt Island	FL
Lee		Moore	Titusville	FL
Dan	Barbara	Nettuno	Titusville	FL
Walt	Bobbie	Orth	Coral Gables	FL
Harry	Joan	Osbusn	Edgewater	FL
Fran		Palka, Jr.	Worcester	MA
Dennis		Pearson	Melbourne	FL
Art		Perry	Ormond Beach	FL
Mike	Paula	Rellihan	Jacksonville	FL
Ken	Linda	Roberts	Lutz	FL
Fred		Schlafly	Miami	FL
Arthur	Sue	Schott	Roanoke	VA
Shannon	Melissa	Schwenn	Deltona	FL
Thomas		Skelley	Titusville	FL
Ken		Terry	Daytona Beach	FL
Dick		Thurman	Louisville	KY
Robert		Tullius	Sebring	FL
Bob	Donna	Wall	Ocala	FL
Randy	Victoria	Wells	Palm Bay	FL
Dee		Whited	Titusville	FL
Eddie	Mabel	Yoder	Silver Springs	FL
Richard	Elizabeth	Zdunczyk	Palm Bay	FL

If any corrections to this list are necessary please notify me at the VAC (321) 268-1941

## Procurement - Bob Frazier

F-105 Thunderchief—We were finally able to install the wing flaps, LH fuel drop tank and pylon with a big assist from Lloyd Morris and a few volunteers. A try for the RH one will follow.

I-95 VAC Logo/Attraction Signs—We seem to be working our way through the Florida bureaucracy and the signs should be installed in 3 to 4 weeks. If not we may need to ask for assistance from our local Legislature representative.

GRANTS—Grant applications have been submitted to the following:

- \* Boeing for C-47 repair
- \* Buehler Foundation for TBM/F9F restoration
- \* Florida Bureau Historic Preservation for TBM
- \* USG Office of Museum Services(CAP) for roof repair

DONATIOS—We have moved the last part of Jennifer Lindsey's donations—a large South Bend lathe—to the museum. Since this may duplicate one we have it will offered for sale to anyone interested. Please contact me.

YOUNG EAGLES—In support of Bob James' CENTENIAL CELEBRATION (First Flight) on 13 December, I was able to contact Carol Ann Garratt as a guest. Carol Ann recently flew around the world in her Mooney in support of ALS and Young Eagle programs. She will speak of her experiences, ALS and fly a few Young Eagles.

## Public Relations - Bud Evans

There are big things scheduled for December. On the 6<sup>th</sup> the V.A.C. in partnership with the Flying Tiger Restoration Museum, Fantasy of Flight Museum and the E.A.A. Aviation Museum will kick off our Flight of Four promotion for the media. It will begin at the V.A.C. with "Coffee and Doughnuts" and a tour of our museum at 0800. The participating media will be flown to the Flying Tiger Museum for a Pancake Breakfast and tour of their museum. The next leg of the flight will proceed to the Fantasy of Flight Museum for lunch and tour. The last stop will be a short visit to Lakeland and the E.A.A. Museum. This is to be the kick-off of our promotion of joint Flight of Four tickets sold at all four museums allowing the purchasers to visit all museums and receive a special gift at each one.

The 12<sup>th</sup> will be the Christmas Membership meeting at the museum. Come one, Come All!!

On 13 December in commemoration of the Wright Brothers first flight, we will host a Young Eagles flying program in conjunction with the E.A.A. There will be free aircraft rides and admission to our museum by those young boys and girls interested in becoming pilots. We will also have a lady pilot who has flown around the world in her Mooney and will talk with the young people who attend. Thanks to Bob and Ann James they have headed up this program.

## Aviating with Bud Evans

Last month I wrote about a couple of routine test flights that were almost catastrophic! This month I am going to give you another incident that nearly ended my flying career, (not to mention terminal consequences). This event occurred after I had finished the complete flight test program on the Piper Enforcer and thought we were going to put the aircraft in the shop for major modification. The data gathered from my 155 test flights had determined what the aircraft could do and what major modifications were needed to make the aircraft a better weapons system. Once again I allowed management to talk me into “one more flight”.

Part of our planned modification was to add four more store stations (making 10 stations) to the wings so that we could carry a larger weapons load. There was no problem with the power to carry the added weight however the wings were not stressed for any more load, so part of our modification plan was to strengthen the wings. The P.R. folks had our maintenance troops add the extra store stations to the wings and place weapons on them for publicity pictures. The marketing manager decided that it would be much more effective if they could have a picture of the aircraft flying with the ten store stations loaded with bombs, napalm tanks, rocket launchers and flare pods. I fought a losing battle against this sighting the fact that we had only one Enforcer and without adequate engineering analysis and structural loads testing it was a dumb idea.

Foolishly I was talked into just one flight with no maneuvers other than gentle turns with a Lear Jet photo ship and one pass over the Sebastian, Florida Airport where there would also be a photographer on the ground. Long story short, I flew the flight without incident although the aircraft took longer to get airborne and was sluggish to control responses in a crosswind three-point landing. When I climbed out of the cockpit I told the ground crew and flight test engineers to take it into the hangar and get ready to tear it down for the modification work. My test crew and I left for a pleasant lunch and debriefing on the results I had while flying with the heavier higher-drag external load. We were surprised when we returned from lunch to see the Enforcer still sitting on the flight line with the ten external stores still attached. My secretary told me that I was wanted in the General Managers office and when I entered I found a room filled with Piper management and P.R. people. I soon learned that our high paid contractor photographers had messed up the pictures and wanted one more flight. I repeated my concerns but because the first flight had been fairly smooth flying I didn't absolutely refuse. I made it clear that I thought it was a bad idea and then proceeded to make the second “publicity flight”.

Everything went much the same as the first flight and I returned to the airport at Vero Beach and proceeded to make a gentle traffic pattern. (My regular pattern I had performed for the 155 previous test flights had been to

## Aviating with Bud Evans - cont.

come in at high speed right on the deck at the approach end of the runway and pitch up in a tight 360 modified loop landing pattern). I made a reasonably long straight in final approach and touched down in a normal 3-point attitude. There was a strong crosswind from my left but I knew that it was not strong enough to cause the drifting to the right side of the runway that was occurring shortly after touchdown. It was only a second or two before I felt a heavy vibration and a hard tugging to the right. I had applied full left rudder and was even trying to keep the aircraft on the runway by tapping some left brake to the point of causing the tail to come off the ground. Rather than let the prop hit the runway I had to ride it out putting in full left aileron, full left rudder, full aft stick and as much left brake as I dared to use. It was all to no avail and I had no choice but to let the aircraft drift off the right side of the runway into the grassy infield. I felt certain the sandy soil would work as a brake and



should stop me in a hurry. I had very little time to think about this as the nose pitched down as I entered a drainage ditch which bordered a taxiway which ran 90 degrees to my landing runway. I had only a momentary look at the concrete and then I was airborne looking at sky and my large 4 bladed paddle prop, which was now throwing off clods of grass and sand. The next instant I was looking at the ditch on the other side of the taxiway, this time impacting the upslope far side of the ditch. My right wheel was completely gone and the strut with only the hub of the wheel, dug into the upslope while the prop hit the ground pitching the aircraft up on its nose. I was still traveling at a pretty good speed and the impact jarred me to the point of momentary disorientation. I was aware that I was looking at the nose and badly bent prop sliding along the ground and of the aircraft rotating until it suddenly came to a standstill. I was helplessly hanging from my shoulder straps and praying the aircraft would fall back on its belly rather than continue over on its back trapping me in the cockpit. I knew there was no way I would be able to crank that heavy canopy open when it was upside down on the ground. I had closed the throttle but I had lots of fuel on board and the tailpipe located just ahead of the cockpit on the left side was still very hot. You have to understand that your mind is racing at warp speed during these types of situations and every possibility and option is playing out in your mind's-eye.

## Aviating with Bud Evans - cont.

It seemed an eternity until the weight of the stores under the wings, gravity and the large prop, (which stopped with one blade pointing straight up from the nose) balanced the aircraft long enough to keep the inertia of the plane from continuing over onto its back. Needless to say I was able to breath a large sigh of relief when I felt the hard jolt of the Enforcer hitting solidly back on the ground on the external stores. I know that I was very upset that the aircraft was damaged but I also knew that I had done everything in my power to control it once the problem occurred on landing. I must have sat in the seat for a few seconds because when I started to open the canopy my Chief of Maintenance was standing on the wing trying to crank it open from the outside. I started to climb out of the cockpit and became aware that one of our flight test photographers was taking my picture. I couldn't comprehend how they could both have gotten to the aircraft so fast but there they were. I later learned that they were located beside the runway photographing my landing and rushed to the crash site almost as fast as I arrived.

The final analysis of the incident determined that the right tire had deflated during or after take-off. I had flown 124 flights with the same set of main wheel tires and the tread was still looking good. It never occurred to me or to my maintenance crew that the tires could suffer internal heat damage the way the F-104 and F-105 tires did during heavy weight take-offs. We made only 2 or 3 flights at heavy weights with tires on those aircraft because the heat

## Aviating with Bud Evans - cont.

generated internally in the tire caused them to fail on landing). It seems that is what happened with my second heavy weight flight on the tire that had been through so many previous flights. it was easily seen in the photographs of my approach to the landing taken by the photographer on the runway. The right tire was deflated and as the wheel touched the runway the snap ring that holds the wheel together popped off causing the wheel to separate into two pieces causing the aircraft to veer to the right and subsequently into the ugly condition where it came to rest. The stores under the wings were saviors as far as serious damage to the Enforcer was concerned, however we were going to tear down the wings and modify them with additional spars to strengthen them to carry the higher loads. Our biggest problem was explaining to the USAF about the damaged stores they had loaned us for the tests. It was my last flight in the Enforcer. I received word from sources in Washington that there was no funding for a Vietnam replacement aircraft in the next three years of budgets. Piper canceled the project and I moved on to fly for Northrop. 10 years later Congress told the USAF to test the Enforcer and two additional aircraft were built and all three flight tested (Again). The USAF made it clear that they had no mission for a turbo-prop fighter and the program finally died.

Later in my flight test career I once again had an opportunity to regret flying a publicity flight in the middle of a flight test program but I'll leave that story until next time.





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