



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 26, Issue 1

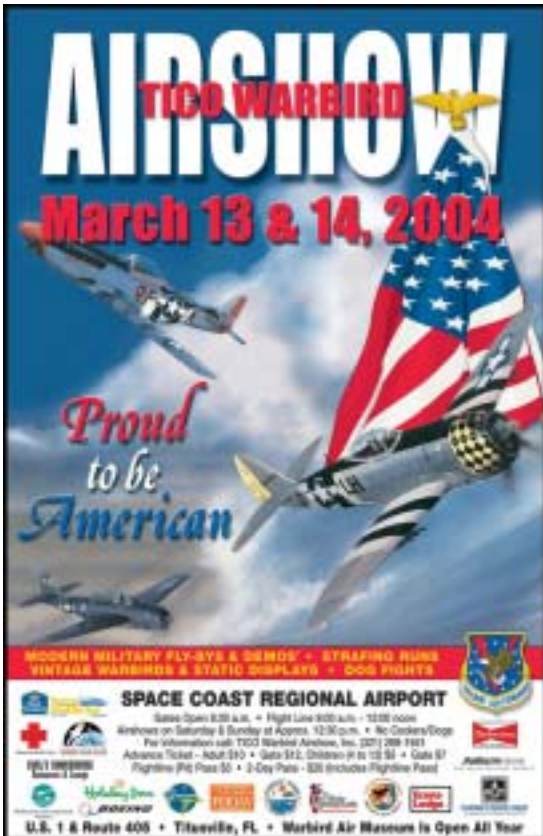
January 2004

TICO 2004 SEED MONEY

Lester	Badger	Cocoa, FL	\$1,000
Mark, Doris	Ball	Miami, FL	\$1,000
Bill	Dillard	Palm Bay, FL	\$5,000
Tom, Patty	Etter	Titusville, FL	\$35
Gaines	Gibson	Dade City, FL	\$200
Joe, Bee	Haydu	Riviera Beach, FL	\$1,000
Alice, Colleen	Iacuzzo	Cocoa Beach, FL	\$500
Conrad, Margaret	Yelvington	Daytona Beach, FL	\$1,000

TICO 2004 Sponsors

Buck	Buchanan	Juno Beach, FL	\$50
Rick	Childs	Colchester, VT	\$35
Bob	Frazier	N Palm Beach, FL	\$35
Lawrence	Hahn	Waverly, FL	\$35
Rick	Horner	Titusville, FL	\$35
Don	Hussey	N Palm Beach, FL	\$35
John, Dorothy	Ingersoll	Wilton, CT	\$35
Leo, June	Kerwin	Cape Canaveral, FL	\$25
Vivian	Kittell	Orange Park, FL	\$35
Sharon	Mitchell	Bay City, MI	\$25
Lawrence	New	Tulsa, Ok	\$35
Lee	Tannenbaum	Cocoa Beach, FL	\$35



TICO 2004 Sequence of Events

Wed - Fri : Formation Training and Practice.

Fri Night: Beer, Burgers, and Burps. (dirty flight suits required)

Saturday: 10:00 Brief. Show starts at 1300.

Saturday Night: VAC Member Dinner/Dance/Auction (featuring none other than Kevin Quinlin)

Sunday: 10:00 Brief. Show starts at 1300.



CALENDAR OF EVENTS

BOARD OF DIRECTORS MEETINGS

JAN 13, 2004	FEB 10, 2004
12:00 NOON	12:00 NOON
VAC BOARD ROOM	VAC BOARD ROOM



Valiant Air Command

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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.

Commander - Lloyd Morris

It's that time of year when all of our efforts go in to the running of the Airshow. All Board members are busy and looking for volunteers to help with all the details. Often I am asked what makes the Valiant Air Command Airshow different than other airshows. The history of the airshow is that it is a member Airshow put on by members of the Valiant Air Command for our pilots to fly their aircraft (this was the original concept). We are the only All-Warbird airshow in the Southeast. Sponsorships are non-existent in this area (Titusville/Cocoa area). There are no grants for the show. The one small grant we got last year for advertising from the TDC has been denied this year. Our dedicated members work very hard to put on the show, run the museum and restoration projects etc., so we appreciate all the help we can get.

Wishing you all a happy and safe New Year.

UPCOMING AIRSHOWS OF INTEREST TO THE MEMBERS:

February 26-29, 2004: National Warbird Operators Conference. Waterford Marriott Hotel, Oklahoma City, OK. www.warbirdconference.com

February 28-29, 2004: Aviation Days Open House at Page Field. Ft. Myers, FL. Highlighting the airport's history as a USAF training base during WW II. Need P-39 and P-40 to complete types of military aircraft during the event. Info: Mark Twombly, marktombly@earthlink.net.

March 13-14, 2004: Valiant Air Command's TICO Warbird Airshow. (321) 268-1941. 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

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

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

April 3-4, 2004: MacDill Airfest 2004 MacDill AFB, Tampa, FL. Richard Cutshall (813) 828-2902. ctshald@macdill.af.mil.

April 13-19, 2004: EAA Sun-N-Fun. Lakeland, FL. Gregory Harbaugh (863) 644-2431. gharbaugh@sun-n-fun.org.

Executive Officer - Hal Larkin

This is the last report of another year. The restoration crew donated 3,720 man-hours in 2003. At a rate of \$35.00 per hour, it equals \$114,450.00. Another interesting fact, six of our restoration members are in their 80s and they show up every Thursday! We located a Pratt and Whitney tail cone for the Panther's J-48 engine. However, it is in Texas and we have to arrange shipping. After we install the tail cone on the J-48 engine, we will fabricate and install a tailpipe. The engine will then be ready for installation. The wings and tip tanks are painted and ready for installation. Due to humid and cold weather on Thursdays, we have been unable to prime and paint the fuselage. Work in the cockpit continues at a slow pace, one man at a time in the cockpit. Two of the six bomb racks in rework are complete and ready for paint, but we still need a dry day.



We are working on the windshield for the ME-208. We only received one seat adjustment handle – need two. Our machine shop is fabricating the second handle. This is not a simple machine operation. The re-upholstering of the seats is coming right along. The fuselage is ready for prime and paint. If the weather cooperates in January, we will get a lot of our painting done.

Sometime in January we will receive a Pratt and Whitney R-2000 engine for rework and display.

Donations – Restorations:

Northrop Grumman Corporation \$1,000.00

C-47 TICO BELLE REPAIR FUND

The 30 November 2003 balance of the FUND is \$1,395. Even though contributions over about the last two years total \$ 59,877 the expenses for material, professional help and the purchase of the salvaged donor airplane accumulate as progress is made. The biggest hurdle to flying *Tico Belle* will be the cost of two engines. So, it's not too late to make a CHRISTMAS GIFT to *Tico Belle*.

- Bob Frazier

Operations - Mike McCann

I find myself getting quite busy at this time of year preparing to get TICO 2004 underway. Waivers, invitations, coordination letters, etc. In the interest of brevity I will keep it short and hit the highlights for you. We will start the week off by again offering 3 days of formation training and practice for those who want or need it. I have secured some funding from our Airshow Chairman to help defray the expenses of the instructors who offer the training. There will be a registration fee but the amount has not been decided at this time. You need to let me know if you would like to attend and what type of training you desire. We have decided not to stage the Press Day Luncheon, as both of the restaurants we have used in Orlando and New Smyrna Beach are now closed. Any ideas out there on a similar, fun type event we can do Friday afternoon? The hotel list is printed elsewhere in this publication. Please make your reservations early (i.e., now). Note that the prices are much more reasonable as we are now deconflicted with Bike Week. The pilot invitation letter is going out now as well.

December 6th saw the kick-off of the Flight of Four Press Day. VAC pilot Bud Iles flew down Dennis Callahan's Fuji (and in fact came down the night before due to the fog issue in the morning) to participate. I made my way over to Tom Reilly's Flying Tigers Warbird Museum in Kissimmee where they were having the press and a Young Eagles Rally. My thanks to these two gentlemen for so ably representing us in this event. Our appreciation also goes out to Ms. K.T. Budde-Jones of the FTWM, the driving force behind setting this up and doing all the press releases that appeared in all the major aviation magazines. See the pictures on page 4.

The following weekend we hosted our own 'Celebration of 100 Years of Flight' by holding an open house and our own Young Eagle Rally. Director Bob James and his wife, Ann, did the vast majority of the legwork to make this happen. Our thanks go to them and also to Catherine Hall and the great bunch from EAA Chapter 724 at Merritt Island Airport for supplying the planes and pilots. They have a web site at www.eaa724.org that has lots of photos of their activities. See page 5 for some more.

As always, I am looking for a few able-bodied volunteers who might want to handle certain aspects of the airshow. In particular I would like a military liaison who can look after the needs of some of the active duty folks we host and deal with their support requirements. A reminder goes out about the National Warbird Operators Conference scheduled for February 26th – 29th in Oklahoma City (www.warbirdconference.com).

- *Blue water Navy truism; There are more planes in the ocean than there are submarines in the sky.*

Post-Flight Report - Flight of Four...



The co-operative effort between the four aviation museums in Central Florida: EAA's Florida Air Museum, Fantasy of Flight, Flying Tigers Warbird Museum, and the Valiant Air Command, concluded its Press Day formation flights. The VAC wishes to thank Fuji owner Dennis Callahan

and pilot Bud Iles for representing the VAC in this event. Other participants included Kermit Weeks in his B-25 *Apache Princess*, Tom Reilly flying Larry Kelly's *Panchito*, and several T-6's from Warbird Adventures.



Mike, Bud and Bud just prior to departure



Bob James
Bud Evans
Bud Iles
relaxing



VAC Fuji



Panchito and *Apache Princess* taxi out

Maintenance - Bob James

I hope that the New Year has found all of you with the spirit of Christmas still in your hearts, thoughts and deeds. I certainly look forward to a year of great progress for our country and the VAC. The C-47 project continues on a steady pace with a cheerful working group that is producing a high quality product. I am extremely thankful for everyone on the return to flight team (workers, contributors and advisors). However we encountered a little rain on our parade in the form of an Airworthiness Directive (AD). It seems that we will have to do some X-raying on the center wing structure and install some doublers in the aft nacelle area. Unfortunately this will slow our progress but while most of the area is opened up is the time to do it (while the wings are removed). Once accomplished the inspection and wing pull will not be required for another 2,000 hours of flight time. Since we normally average only fifty hours or so a year the next wing pull would come half a lifetime in the future. Most all of us who work and fly the "*Tico Belle*" will be long gone by that time. However I'm reminded of the old saying that "we don't really own these classic flying machines, but merely care for them awhile". When we pass it on to another generation to cherish, we want it to be in the best condition possible. It will be a challenge to have the "*Tico Belle*" on her feet for the '04 air show but we'll give it our best effort.



My thanks to the Boeing data and services center for responding to my request for old MacDonald-Douglas service work order drawings, within

one day of the fax I had confirmation that they were in the mail! I received them in the mail three days later. Fly those Boeing airliners whenever you possibly can! Wishing all a happy and prosperous New Year.



Annual VAC Christmas Party

Our Christmas Party was a huge success with over 80 people attending. The food was great and everyone seemed to be having a wonderful time. The tables and museum decorations was the work of Ann James (and several elves). Crystal and Glen Heddin, Guido Franchini, and more help came from those members that were in the museum. The



greeting table was taken care of by Susan Enriquez and her husband. They did a great job. Leo Kordick was back attending bar. We all enjoyed Ginger Felty handling the game of passing gifts. There were some very funny moments. Thanks to Joan Dorrell, Judy Herring, Linda for making all the phone calls. We will look forward to you all being there next year!!!



VAC C-47 Mafioso: Bob Bixby, Norm 'The Don' Lindsay, Don Riggle, Mike McDonough, Dick Hart, Al McQueen

The VAC hosted it's own 'Celebration of Flight' ceremony on Saturday, December 13, in honor of the 100th Anniversary of Flight. Our thanks to EAA Chapter 724, based at Merritt Island Airport, for bringing their members together to help pull off this event. A total of 65 'Young Eagles' were flown that day. The driving force behind this event was Maintenance Officer Bob James. Ann James organized the pancake breakfast served to the many hungry aviators.



Kevin House brought his stunning Fairchild 24



Jim Mitton gives a lucky young man his first 'Bird Dog' ride

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 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	\$62.00
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 Cape Cnvl	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 least fifteen vendors that 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 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.

Personnel - Alice Iacuzzo - cont.

I'd like to thank all the members that are getting their membership dues in before the airshow. It gets so hectic the closer we get to the show that any thing I can do beforehand is a help.

Thanks to Steve Zatroch & Milo Zonka for trying to advertise the Young Eagles event and the Christmas party...We can use all the help we can get in advertising.

Museum Donation:

Wyatt & Lourdes Fuller Hickory NC (Flying Fossils) \$100.00

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.

Gone West

Lewis Burnett, Navy Cdr. Ret. Car Accident. Pensacola Fla. Lewis flew the King Air and several aircraft for the Tico Airshows in the early 80s. I was fortunate when he met my niece at the show and they were married a year later. He was a very special person and I know his friends and family will miss the joy he brought into our lives.

June Kerwin passed away Dec 30th. She was one of the founding members (along with her husband Dr. Leo Kerwin) of the VAC. June Kerwin was not only one of the founders of the Valiant Air Command, she was the lady behind putting all the pieces together that made the VAC a growing organization. Today, it is easy to use a computer but in those days, she took care of all the correspondence by using a typewriter, mimeograph machine etc. I worked with June for the first several years and stil today I use some of the many methods that she past on to me to keep our membership numbers up. And it has been very successful.

June was the first to organize meetings, airshows out of town, P.X. and the TICO Airshow. We started with seventeen members and within several years, we had over three hundred members. Our original list contains quite a few famous members that now head their own museums. It takes each and every member that adds his or her contribution to make the Valiant Air Command what it is today, a family organization. Without the years of hard work that June put forth, we would not have been as successful as we are today. Those that knew her will miss her.

Ed Rosen - VAC T6 pilot, Aircraft accident.



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

Web Site: www.vacwarbirds@aol.com
 E Mail: 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 2004
 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>
Grounds, 3/8 - 3/12		
Transportation		
Drivers		
F/L Ticket Taker 8am - 12 noon		
Beer Tent Sales		
PX Sales		
Gate Tickets 8am - 3pm		
Pyrotechnics		
F/L Safety		
Flightline VAC		
Security		
Maintenance A/C		
Sign Painting (Before Show)		

	<u>Date</u>	<u>Time</u>
Finance		
Public Relations		
Poster		
A/S Advertising		
Tours		
Military		
Program Sales		
Social Activities		
F/L Historians		
Office Telephone		
Sponsorships		
Sign Distribution		

Welcome Colonels

New Members

Kevin	House	Palm Beach, FL
Thomas & Andriana	Morrison	Glasgow, Scotland
Raymond & Edna	Negron	Oviedo, FL
Todd	Osman	Gainesville, FL
Will & Dianne	Stephenson	Palm Bay, FL

Renewals

George	Brashear	Cocoa, FL
Buck	Buchanan	Juno Beach, FL
Jim	Buckley	Fayetteville, GA
Thomas	Camman	Lake Mary, FL
Dick	Childs	Colchester, VT
John & Dorothy	Cleary	Titusville, FL
Robert	Cooper	Sharpes, FL
John	Cottingham	Titusville, FL
Jerry	Cravey	Jacksonville, FL
Vaughn & Gayel	Crile	New Smyrna, FL
Randy	Difani	Indialantic, FL
Joseph & Darlene	Fera	Live Oak, FL
John & Ann	Fitzgerald	Rio Grande, NJ
Gene	Gardner	Merritt Island, FL
Don	Geisler	Plant City, FL
Tom	George	Merritt Island, FL
Wallace & Linda	Gilbaugh	Warner Robins, GA
Bob & Dot	Haas	Ft. Myers, FL
Geoffrey	Hemrich	Brentwood, TN
Louis	Hilton	Palm Beach, FL
John & Dorothy	Ingersoll	Wilton, CT
Luc	Joly	Sag Harbor, NY
Alexander & Savi	Kasevich	Pompano Beach, FL
Dick	Knipping	Bangor, ME
Joseph	Kotenski	Shelton, CT
"Buz"	Krauss	Crescent, GA
Robert & Camille	McCullough	Orlando, FL
Sharon	Mitchell	Bay City, MI
Joe & Bea	Morales	Merritt Island, FL
Bud	Murray	Murrysville, PA
Francis & Claudia	Niner	Monkton, MD
Andy & Gayle	Presto	Phoenix, AZ
Morris & Sherry	Ray	Memphis, TN
Tony & Nancy	Razzini	Viera, FL
Donald	Riggle	Titusville, FL
Pat	Sammon	Panama City, FL
Michael & Carol	Saporito	Winter Springs, FL
Richard	Schwartz	Palm Beach, FL
Kevin & Carla	Simmons	Melbourne, FL
Tom	Smith	Sarasota, FL
James & Nancy	Stranger	Titusville, FL
Albert & June	Tarter	Oviedo, FL
Don & David	Tyree	Valdosta, GA
Paul	Vasconi	Palm Bay, FL
Dan & Bonnie	Williams	Ft. Myers, FL
Jay & Sharon	Wisler	Tampa, FL

Procurement - Bob Frazier

I-95 HIGHWAY SIGNS - As we all know there was a star in the EAST. Now we have a VALIANT AIR COMMAND logo in the North and South sky. After months of working with the Dept of Transportation, the new highway Attraction Signs and the VAC logo have been installed N and S of Exit 515 (old 79) and on the Exit ramps.

T-2C BUCKEYES - With the help of the Navy Museum in Pensacola, we received the only missing part for the T-2C. Tommy McLeod accomplished the honor of installing a brand new fairing. Good job.

AIR SHOW AUCTION 2004 - Plans for this year's auction are being formulated now. The auction will be held Saturday night (3/13). We are seeking and asking for donations of items related to aircraft, aviation, uniforms, medals and any military artifacts. Please contact me or leave a note to my name and the title "auction" on it at the VAC.

R-4360/J-33 ENGINES - In the process of cleaning up the VAC site, I have traded the second salvaged engines for a forthcoming Allison V-1710 display engine (P-51 type).

YOUNG EAGLES - The VAC celebrated the 1903 First Flight Centennial by hosting a Young Eagles 1st FLIGHT DAY on 13 December (see BOB JAMES). Included was a presentation by CAROL ANN GARRATT, a young lady that had recently completed a ROUND the WORLD flight in her single engine Mooney airplane. The very interesting talk with slides described the flight planning, each flight leg, problems encountered and places visited.

T-2B BUCKEYES - As part of the of the completion of the sale several months ago and site clean-up, the buyer has removed all the disassembled aircraft.

CHRISTMAS - And last, but certainly not least, Diane and I wish all a very MERRY CHRISTMAS and a safe, healthy and HAPPY NEW YEAR.

C-47 DONATION LIST - 3rd Phase

James	Bond	Richmond Hill, NY	\$200
Rich & Irina	Davis	Miami Beach, FL	\$300
Jack & Joan	Dorrell	Melbourne, FL	\$100
Frank	Fleck	Cocoa Beach, FL	\$500
Rick	Frazier	N Palm Beach, FL	\$100
Bob & Diane	Frazier	N Palm Beach, FL	\$100
Steven & Jennifer	Grant	Indialantic, FL	\$40
Richard	Hart	Merritt Island, FL	\$100
Charles & Vivian	Kittell	Orange Park, FL	\$50
Robert	Nishimura	San Jose, CA	\$250
Harry & Joan	Osburn	Edgewater, FL	\$100
Fran	Palka, Jr.	Worcester, MA	\$100
Arthur & Sue	Schott	Roanoke, VA	\$100
Paul	Woodard	Sebastian, FL	\$250
Joseph	Kotenski	Huntington, CT	\$100
Robert & Dorothy	Haas	Ft. Myers, FL	\$100
Donald & Carol	Hussey	N Palm Beach, FL	\$25

Aviating with Bud Evans

I am aborting my promised "next story" as a sequence to my last article because of the Christmas Season. I was remembering what it was like spending my first Christmas in Korea and how I dealt with the emotional conflicts. I will write my follow-up "Publicity Flights" next month.

I don't know how many of you bothered to read my stories when I first started publishing them in your Un-Scramble but if you did, about 2 ½ years ago I had a two part story titled: "My Longest Day". In that episode I wrote about my New Years celebration for 1950/51. As we approach the Holiday Season for 2003 that special time in my life keeps coming to the surface of my memory bank. I had not given much thought to what kinds of mixed emotions I would encounter when Christmas Day arrived and I would be flying my combat missions as I had been doing for the previous 6 months. The idea that I was doing the things I had been raised to believe were against the "Will of God" had not bothered me the way I might have thought they would. I killed and destroyed the enemy and his weapons with which he waged war against the South Koreans, American and United Nations troops. My mental compensation was always straightforward. I was saving lives of Americans and our allies who were defending the South Koreans from the invaders. (First the North Koreans and after driving them out of South Korea and into China we were now fighting the Chinese). Without warning they had crossed the Yalu River into North Korea and attacked the U.N. Forces.

By mid December 1950 it was obvious to those of us who were daily flying against ground targets all over North Korea, that the war was not going well for our side. It didn't seem that the Chinese had any end to the numbers of troops they were willing to sacrifice. We destroyed every vehicle, tank and soldier we could find and still they were replaced almost immediately. The Christmas issue surfaced more vividly when all of the pilots, some of the enlisted men and Headquarters Officers who had families with children at our home base in Northern Japan. (Misawa Air Base), were flown there for Christmas. We also received word that the Bob Hope Show was coming to our Air Base at Teagu during the Christmas Holiday. Those of us who were stationed at Misawa when the war began and had wives with no children would go "home" for New Years. That meant that those of us remaining at K-2 during Christmas would surely be flying on Christmas Day. The weather turned cold and it felt a little more like Christmas without snow. Nothing else allowed those of us who were flying the combat missions to get into the "Peace on Earth" spirit. The Chinese Forces were rolling down the peninsula and seemed almost un-stoppable. The Air-evacuation flights were landing at our base at K-2 and the wounded that were not critical were being delivered by ambulance and six-by's to be flown back to Japan. Some of the G.I.'s made crude Christmas decorations from whatever they could scrounge. Then there was a big boost in morale among the troops when it was

Aviating with Bud Evans - cont.

announced that Bob Hope and his show was going to be putting on their show at K-2 on Christmas Eve.

One of the added hazards we had to contend with when the temperature approached freezing, was the frost on our wooden walkways. Our barracks were on a hill and the walks were long sections between the occasional steps. They were also built up about eight inches above ground and they became extremely slippery when the frost formed on the surface. (Particularly coming back to the barracks from the 'O' Club late at night or going to our latrine, that was separated from the barracks by a reasonable distance). The only reason I mention this is to show what incidental things we mentally found to associate with home and Christmas. (Frosty the walkway).



I flew 2 missions to the Wonsan area East of Pyongyang on the 24th and had a good look at all kinds of brightly colored lights. The clouds were low and thick so when we let down through them to locate and hit our targets, the myriad of different size anti-aircraft projectiles made spectacular patterns all around us. We provided our own light show with our tracers, rockets, napalm and bombs. All in all it was a full and busy day for me without the time to consider it was Christmas Eve. The Bob Hope show was presented that night and I did not attend. I guess I felt that the men who worked so hard keeping our aircraft armed and flying and those who performed all of the grunt paperwork deserved to relax and I really didn't want to take up one of the good seats. I also had other duties such as receiving the FRAG order for the next day missions and assigning members of my flight to fill the slots. That probably also effected my decision not to attend the show. I wandered into the mess hall about 11:30 PM to find Les Brown and some of the show people drinking coffee and I had a pleasant visit with them. I learned a lot about where they had been on their tour and where they expected to go. The Chinese had other ideas and I don't believe they were able to put on their show any closer to the front than they had at K-2.

Aviating with Bud Evans - cont.

Christmas morning was cold and clear. The F-80's were roaring off into the blue just as we had done each morning of the war. Once I began my regular routine of getting briefed, briefing my flight, picking up my flight gear, making my "walk-around" aircraft pre-flight inspection, checking all of the ordnance, strapping in and starting the engine on schedule; little else entered my thoughts other than getting the flight to the target on schedule. I was continuing to do what I had been doing every day and that was doing what I could to help our ground troops solidify a line that would stop the advance of the Chinese. The only way that could happen was to strike them as hard as we could with what we had. The frustration often evolved from having first hand information as to where we were needed the most and not be able to hit those targets because Headquarters deemed otherwise.

We left the sound of Christmas carols back in the barracks. I hate to admit it even to myself but I erased the knowledge that it was Christmas Day from my mind while I was killing enemy soldiers. My rationale had to have been that I was doing what had to be done to return peace to South Korea. Sounds as though I believed we were saving that part of Asia from being taken over by the Communist. Of course, that was the big picture but on Christmas day 1950 it was more realistic to believe we were helping to stop the complete collapse of the U.N. Forces from being defeated and giving China and Russia the entire Korean Peninsula! Although we had a visiting Chaplain who conducted several Christmas Services I felt it would have been hypocritical for me to attend. I won't deny that I was thankful to have faced that emotional time and come through it without my expected feeling of guilt. I don't know whether some of you readers will consider my attitude as "callous"? I know that all in all I believe I have lived a fairly decent life. That day having been the one of 79 Christmas Days that I willingly ignored the principles for which it stands. I don't know what impact that will have on my life's record when I face the Great Beyond but I know there were a number of U.S. and Allied soldiers who were thankful that we did our job on that December 25, 1950.



Yesterdays Battles - Jeff James

World War II: One Tough Boot

January 1944: The allied campaign in Italy had been slow going from the onset but by early 1944 it had reached a complete standstill. The allied offensive had bogged down in front of Monte Cassino, an ancient monastery located on top of a mountain some 3,000 feet high. This monastery towered over the front lines and had to be captured if the allies were to break through the German fortifications. Monte Cassino was the key position in Germany's Gustav Line, which stretched across the Italian peninsula from east to west. On January 16th, 1944 the American 5th Army, commanded by General Mark Clark, moved forward to attack German positions around the monastery. The objective was to draw German reserves to the front, thus opening the way for an amphibious landing behind German lines.



General Mark Clark

This attack was code-named "Operation Shingle," and it targeted the town of Anzio, which was only 37 miles south of Rome. It was hoped that this attack would threaten the German rear area and force them to abandon Monte Cassino and the Gustav Line. Unfortunately for the allies, it did not happen as planned. The amphibious landings took place on January 22nd against minimal opposition. The two German battalions on the beach were quickly overrun and the road to Rome was open. A quick strike forward may have disrupted German

communications and supplies enough to force a general withdrawal to the north of Rome, where a new line of defense known as the Gothic Line was already being prepared. However, the quick strike never materialized. Instead of pushing aggressively toward Rome the allies decided to consolidate the beachhead and land the two remaining divisions in the invasion force. While the allies were standing still the Germans were rushing new troops to Anzio. By the end of January the Germans had eight divisions around the beachhead. The road to Rome had been closed and German attacks nearly threw the allies back into the sea. Eventually the Anzio front settled into a stalemate, as did the front at Monte Cassino. Rome was eventually captured on June 4th, 1944, only two days before the invasion of Normandy. This unfortunate bit of timing caused the hard work of the allied forces in Italy to go largely unnoticed by the media. The fighting in Normandy got the majority of the press and as a result the Italian theater lapsed back into the relative obscurity it enjoyed for most of the war.



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Upcoming Airshows - continued.....

April 23 - 25 Apr, 2004: MCAS Beaufort Air Show 2004.
Marine Corps Air Station, Beaufort, SC. Lt. Col. Mark D.
Hamilton (843) 228-7880.hamiltonmd@beaufort.usmc.mil

April 24 - 25, 2004: Wings Over Williston. Williston
Municipal Airport, FL. Mr. Allen Kraft (352) 528-0048.
akraft@wingsoverwilliston.com

April 24 - 25, 2004: 2004 Open House, Eglin AFB, FL.
Ms. Shirley J. Pigott (850) 882-2817
shirley.pigott@eglin.af.mil