



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 2

February 2004

TICO WARBIRO AIRSHOW 2004

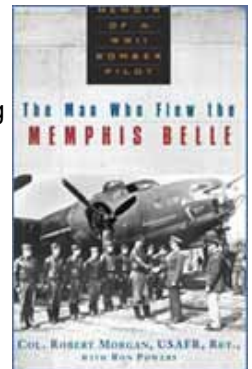
SPECIAL GUEST - Col Robert Morgan

Pilot of the B-17 *Memphis Belle*



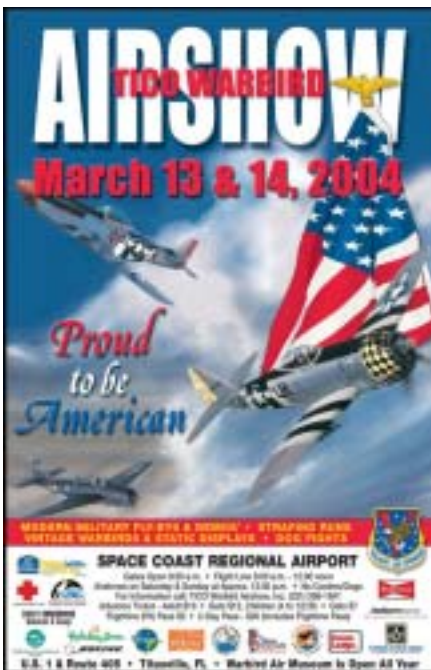
Col. Robert K. Morgan, pilot of the B-17 "Memphis Belle", will be a special guest at the Air Show. Copies of his autobiography "The Man Who Flew the Memphis Belle" will be available.

The "Memphis Belle" was the first B-17 Flying Fortress to complete 25 missions over Europe at a time when losses among bomber formations flying into the Luftwaffe-patrolled continent reached 80 percent. The fabled craft is currently on permanent display at Mud Island Air Field in Memphis, TN.



Col. Morgan flew another 25 missions in the Pacific Theatre of Operations in a B-

29 named "Dauntless Dotty" leading the first B-29 formation over Tokyo. Col. Morgan will be autographing his autobiography: The Man Who Flew The MEMPHIS BELLE.



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/Auction
- Sunday: 10:00 Brief. Show starts at 1300.

New for Tico 2004:
C-123 Provider
See page 9 for details





CALENDAR OF EVENTS

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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| PERSONNEL OFFICER | Alice Iacuzzo (321) 799-4040 |
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| "UN-Scramble" Editor | Dawn Gorrell Email: flgator921@aol.com (321) 267-2012 |

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.

BOARD OF DIRECTORS MEETINGS

FEB 10, 2004

12:00 NOON

VAC BOARD ROOM

APR 13, 2004

12:00 NOON

VAC BOARD ROOM

Next Airshow Meeting
Saturday, February 14, Noon
VAC Hangar

Gone West

Mary Ann McNamara - wife of Harry McNamara, after complications following a series of strokes. Jan, 2004

Patricia (Pat) Roberts - Wife and constant companion of former Director and long-time VAC member Ray Roberts. Pat will always be remembered for her positive attitude and cheerful disposition. Wherever Ray went, she went, including VAC functions and airshows. January 21, 2004.

Patty Schloss - Wife of Dr Mike Schloss (A-1 Skyraider). Mike is also President of EAA Warbirds, and Patty was a great help to him in that capacity. January 8, 2004.

Jane Kerwin Memorial Contributions

.....

- Mr. & Mrs. Charley F. Applegate
Armstrong Chiropractic
- Mr. William Bagwell
- Mr. & Mrs. George H. Baker
- Ms. R. Ann Ballantine
- Mr. & Mrs. Robert Frazier, Jr.
- Ms. Norita O'Hara Gompers
- Nicholas G. Hampton
- Ms. La Veda P. Hill
- Sarah K. Hodge
- Mr. & Mrs. Robert James
- Mr. & Mrs. Maxwell King
- Mr. & Mrs. Jack Morris
- Mr. Frank Pound, Jr.
- Mr. & Mrs. Bryan Ranson
- Mr. & Mrs. Gary Rickle
- Dr. Manuel R. Rivera, M.D.
- Mr. & Mrs. James R. Serbin
- Mr. & Mrs. Dennis M. Sherman
- Ms. Laurie Stratmore-Smiri
- Mr. & Mrs. E. Leon Stearns
- Mr. & Mrs. W. Twaddell
- Ms. Donna Welton

Operations - Mike McCann

I will attempt to keep this column brief, as there are a lot of irons in the fire right now, not the least of which is the publication of this issue of the *UnScramble*. I continue to field interest from members who want to take part in some formation training the week prior to TICO 2004. I have received interest from 5-6 T-6 types, 2-3 T-28's and a FW-149. Please let me know if you would like to participate in this event, whether for ground-up training or simply to polish off some rust.

I am spending a lot of my time now rounding up military participation for the show. It is now confirmed the F-15 Demo Team will be returning (actually a different team, the West Coast Team from Eglin AFB – go figure). The A-10 group is in limbo right now, as the pilot's wife will be pickling a kid around that time frame. Other aircraft being sought include a B-52 (fly-over only), C-17, A-10, T-37, UH-60, CH-53, and P-3. Plus negotiations are just getting underway between the VAC and Patrick AFB for the support equipment necessary to service the above folks. Always a fun chore.



I have also been working hard to bring the famed B-17 Memphis Belle here along with the original

pilot of that famous aircraft, Col Robert Morgan. The B-17 is actually one owned by Mr. David Tallichet, not the original, which is on permanent static display in Memphis. However, it is painted up to represent the original, and here, 60-some-odd years later, one can't be too picky. The B-17 in question is actually marooned in Avon Park for the winter, receiving several fresh engines. We hope to be able to scare up enough sponsorship money to enable this historic reunion to take place. Several thousand dollars are still necessary. Any of you out there who have some deep pockets or know someone who does can get in contact with me for this sponsorship. Read about the exploits of this dynamic duo elsewhere in the newsletter.

I have arranged for insurance on the UTVA and hopefully it will be airborne by the time you read this.

A reminder goes out about the National Warbird Operators Conference scheduled for February 26th – 29th in Oklahoma City (www.warbirdconference.com).

- An airline pilot is a confused soul who talks about women when he's flying, and about flying when he's with a woman.

Operations - Mike McCann - cont.

UPCOMING AIRSHOWS OF INTEREST TO THE MEMBERS:

February 26-29, 2004: National Warbird Operators Conference. Waterford Marriott Hotel, Oklahoma City, OK. <http://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, marktwombly@earthlink.net.

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

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 10, 2004: Florida Pilot Association Fly-In hosted by Flying Tigers Warbird Restoration Museum at the Kissimmee Gateway Airport (ISM). Museum Admission, Lunch and **raffle ticket to win a chance to fly in a WWII Bomber**, Lots of great giveaways including attraction tickets; only \$25.00. For more information contact Herk at 813-355-7292 or herk@floridapilot.com or www.floridapilot.com or KT at the Warbird Museum at 407-933-1942 or programs@warbirdmuseum.com

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

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

Personnel - Alice Iacuzzo



NEW MEMBERS

| | | |
|------------------|---------|-----------------|
| Edward & Jo Anne | Demers | Palm Bay, FL |
| Ronald | Halcomb | Tallahassee, FL |
| David | Halcomb | Titusville, FL |
| Doug & Anita | Jenkins | Cape Coral, FL |
| Alex & Tina | Karwat | Mims, FL |

RENEWING MEMBERS

| | | |
|-------------------|-----------|---------------------|
| Alan & Denise | Anderson | Ponte Vedra Bch, FL |
| Alfred & Kathleen | Arbutnot | Jupiter, FL |
| James | Bean | North Port, NY |
| Don & Sherry | Bishop | Kissimmee, FL |
| Paul & Mary | Blau | Goose Creek, SC |
| Jacquelyn | Brassell | Wyckoff, NJ |
| Gordon & Agnes | Briggs | New Smyrna Bch, FL |
| Bradley | Byron | Cocoa, FL |
| Mike "Cap" | Capito | Melbourne, FL |
| Edward & Muriel | Claydon | Cape Canaveral, FL |
| Ed & Mary | Copeland | Melbourne, FL |
| Bob & Betsy | Cushman | Longwood, FL |
| George & Ruth | Damoff | Titusville, FL |
| Raymond, Jr. | Dauer | Ft. Myers, FL |
| Kelly | Davidson | Boca Raton, FL |
| Stuart & Nola | Davis | Yulee, FL |
| James | Decker | Ft. Lauderdale, FL |
| Peter | Diaz | Melbourne, FL |
| Jack & Joan | Dorrell | Melbourne, FL |
| James & Pat | Dorris | Ocala, FL |
| Serge | English | Callahan, FL |
| John & Patti | Faulk | Melbourne, FL |
| Michael & Peggy | Field | Edmonton, Alberta |
| Frank | Fleck | Cocoa Beach, FL |
| Robert | Foley | Oviedo, FL |
| Dick & Marylin | Foote | New Smyrna Bch, FL |
| Gary | Fritzler | Wellington, FL |
| Thomas | Fryar | Odessa, TX |
| Wyatt & Lourdes | Fuller | Hickory, NC |
| Jerry & Alicia | Goodchild | Merritt Island, FL |
| George & Peggy | Graefe | Melbourne, FL |
| David & Rose | Greist | Fern Park, FL |
| Scott & Beth | Groh | Hobe Sound, FL |
| Jeff & Kim | Hefner | Satellite Beach, FL |
| Peter & Linda | Jacobs | Daytona Beach, FL |
| Jerry | Jeffers | Asheboro, NC |
| George | Keeler | Jacksonville, FL |
| Chris | Kirchner | Ocala, FL |
| Dennis & Teri | Kranz | Daytona Beach, FL |
| Robert | Manzella | Cocoa Beach, FL |
| Robert | Martin | Lauderdale Lake, FL |
| Dave | Mathis | Longwood, FL |
| Richard | Matthews | Dover, FL |
| Harold & Audi | Mays | Augusta, GA |
| Marty & Melissa | McDonald | Cocoa, FL |
| Dennis | McDonald | Port Orange, FL |
| Alan C. | McGowen | Titusville, FL |

Personnel - Alice Iacuzzo - cont.

RENEWING MEMBERS - cont.

| | | |
|----------------|-------------|--------------------|
| Paul & Lucia | Metcalf | Pittsfield, NH |
| Tom & Theresa | Meyer | New Smyrna Bch, FL |
| Bill & Carol | Mitchell | Merrill, MI |
| Lloyd & Gay | Morris | New Smyrna Bch, FL |
| George | Morris | Vero Beach, FL |
| Laurajo | Morris | Cape Canaveral, FL |
| Robert & Chong | Murphy | Fernandina Bch, FL |
| Joyce & Jack | Nichols | Merritt Island, FL |
| Robert | Nishimura | San Jose, CA |
| Sam & Bonnie | Norris | Miami, FL |
| Bob | Pacetelli | Deltona, FL |
| Thomas | Phillips | Pocono Lake, FL |
| James | Pitman | Cape Canaveral, FL |
| Frank & Betty | Pound | Cocoa, FL |
| Walt | Powell | Slippery Rock, PA |
| Richard | Rapp | Cape Canaveral, FL |
| Ray & Marion | Russo | Summerfield, FL |
| Tony & Nancy | Razzini | Viera, FL |
| Kelly | Sadar | Ft. Lauderdale, FL |
| Carson & Cindy | Shaffer | Christmas, FL |
| Paul & Jean | Shelton | Melbourne, FL |
| David & Jean | Simpson | Ocean City, NJ |
| Fred & Barbara | Telling | Woodcliff Lake, NJ |
| Pete & Rose | Thompson | Lake Wales, FL |
| Carol | Vandervliet | Ft. Myers, FL |
| Rene' | Vandevoorde | Sebastian, FL |
| James | Wheeler | Hardinsburg, KY |
| Patrick | Whitehouse | Londonderry, NH |

TICO Airshow 2004 Sponsors

| | | |
|------------------------|----------------------|------|
| George/Virginia Baker | New Smyrna Bch, FL | \$35 |
| Mark Ball | Miami, FL | \$35 |
| Doris Ball | Miami, FL | \$35 |
| Preston Beck | Melbourne, FL | \$35 |
| Buck Buchanan | Juno Beach, FL | \$50 |
| Mike Capito | Melbourne, FL | \$35 |
| James Carleton | Sharpes, FL | \$35 |
| Dick Childs | Colchester, VT | \$35 |
| Edward/Muriel Claydon | Cape Canaveral, FL | \$35 |
| Robert Cooper | Titusville, FL | \$35 |
| George/Ruth Damoff | Titusville, FL | \$35 |
| Serge English | Callahan, FL | \$35 |
| Lawrence Hahn | Waverly, FL | \$35 |
| Rick Horner | Titusville, FL | \$35 |
| Don Hussey | North Balm Beach, FL | \$35 |
| John/Dorothy Ingersoll | Wilton, CT | \$35 |
| Luc Joly | Sag Harbor, NY | \$35 |
| Leo/June Kerwin | Cape Canaveral, FL | \$25 |
| Vivian Kittell | Orange Park, FL | \$35 |
| Sharon Mitchell | Bay City, FL | \$35 |
| Charles Munsey, Jr. | Titusville, FL | \$35 |
| Lawrence New | Tulsa, OK | \$35 |
| Robert Nishimura | San Jose, CA | \$35 |
| Christopher Olsen | Brooksville, FL | \$70 |
| Harry Osbun | Edgewater, FL | \$35 |
| Anthony/Nancy Razzini | Viera, FL | \$35 |
| Lee Tannenbaum | Cocoa Beach, FL | \$35 |

TICO 2004 SEED MONEY

| | | |
|----------------------------|--------------------|---------|
| Anonymous | | \$1,000 |
| Lester Badger | Cocoa , FL | \$1,000 |
| George/Virginia Baker | New Smyrna Bch, FL | \$500 |
| Mark/Doris Ball | Miami, FL | \$1,000 |
| Bill Dillard | Palm Bay, FL | \$5,000 |
| Tom/Patty Etter | Titusville, FL | \$3,500 |
| Dick Foot | New Smyrna Bch, FL | \$1,000 |
| Gaines Gibson | Dade City, FL | \$200 |
| Joe/Bee Haydu | Riviera Beach, FL | \$1,000 |
| Alice Iacuzzo | Cocoa Beach, FL | \$500 |
| Robert/Ann James | Merritt Island, FL | \$1,000 |
| Hal/Ruth Larkin | Merritt Island, FL | \$500 |
| Marty/ Melissa McDonald | Cocoa, FL | \$35 |
| Paul/Lucia Metcalf | Pittsfield, NH | \$500 |
| Robert Nishimura | San Jose, CA | \$1,000 |
| Dennis/Sharon Sherman | North Palm Bch, FL | \$1,000 |
| Franklin Talbott | Cocoa, FL | \$1,000 |
| Conrad/Margaret Yelvington | Daytona Bch, FL | \$1,000 |

C-47 DONATION LIST

| | | |
|------------------------|--------------------|--------|
| Lester Badger | Cocoa, FL | \$1000 |
| James Bond | Richmond Hill, NY | \$200 |
| Jim Carleton | Sharpes, FL | \$50 |
| Harry/Jean Crocker | Vero Beach, FL | \$25 |
| Rich/Irina Davis | Miami Beach, FL | \$300 |
| Jack/Joan Dorrell | Melbourne, FL | \$100 |
| Joshua/Shirley Eiting | Versailles, OH | \$5000 |
| Frank Fleck | Cocoa Beach, FL | \$500 |
| Robert/Betty Frazier | N. Palm Beach, FL | \$100 |
| Steven/Jennifer Grant | Indialantic, FL | \$40 |
| Richard Hart | Merritt Island, FL | \$100 |
| Don/Carol Hussey | New Baltimore, MI | \$25 |
| Charles/Vivian Kittell | Orange Park, FL | \$50 |
| Dave Mathis | Longwood, FL | \$25 |
| Robert Nishimura | San Jose, CA | \$250 |
| Harry/Joan Osbun | Edgewater, FL | \$100 |
| Fran Palka, Jr. | Worcester, MA | \$100 |
| Anthony/Nancy Razzini | Viera, FL | \$100 |
| Arthur/Sue Schott | Roanoke, VA | \$100 |
| Paul Woodard | Sebastian, FL | \$250 |
| Joseph Kotenski | Huntington, CT | \$100 |
| Robert/Dorothy Haas | Ft. Myers, FL | \$100 |
| Andy/Gayle Presto | Phoenix, AZ | \$150 |

C-47 TICO BELLE REPAIR FUND

The December 31, 2003 balance of the FUND is \$1,425 while the total of all donations from the beginning is \$61,622. Significant donations arrived early in February. Expenses for material and labor continue as good progress is being made. An additional expense will occur because of a FAA mandated X-ray inspection of the wing root area.

- Bob Frazier

Maintenance - Bob James

C-47 - Work on the center wing section is progressing on both the left and right nacelles. The fabrication of recommended doublers is proceeding on the right nacelle and after the required X-rays (scheduled for late Jan) are taken in the landing gear attach point areas, the installation of the doublers will continue. This will require the installation of over 300 Hy-lock fasteners on each side. Our goal of having the "Tico Belle" on her legs for display at our March air show is a touch and go situation. We may have to do some temporary installations for that effort and after the show, jack the aircraft up, remove the main gears and finish the detailed work in the aft nacelle area.

One of the next challenges will be the connection of the hydraulic lines between the cockpit and the wing interface area. Some new back-to-back tubing sections will have to be fabricated. Another area that is getting some attention is the cable routing in the fuselage. Al McQueen requited a fresh young A&P mechanic that just graduated from Florida Tech in Melbourne and he has been assigned the cabling job. He just got himself a job with a contractor on the field so he'll only be working Saturdays. My thanks to Dick Hart (recently retired from USAir) as he has been working six days a week on the right wing repairs.

TBM - In the next few weeks we will be moving the TBM into the restoration hanger in place of the donor C47. This will allow some mechanical work to begin on the Bombay. I'm also hoping that we will soon have an electrical type join the volunteer force and pick up some of the rewiring tasks.

S-2F - The new battery has arrived. It has been serviced, charged and is ready to be installed.

UTVA - I'm still searching for a fuel boost pump but have had little to no response on my inquires.

Looking forward to seeing many old friends and hopefully making new ones at the upcoming Tico Warbird air show (March 13th & 14th).

Ann and I sincerely regret the passing of three wives this past month; June Kerwin, one of the founding members of the VAC and past secretaries of our organization, Pat Roberts wife of C-47 flight crew member Ray Roberts, and Mary McNamara, wife of Harry McNamara long time C-47 volunteer.

... *continued* - Upcoming Airshows

May 01 - 02, 2004: Fort Lauderdale Air and Sea Show. Mr. Ted Plana (954) 467-3555. burrított@aol.com

May 01 - 02, 2004: May Fly Air Show. Florence Regional Airport, SC. Mr. Cordy M. Williamson (843) 665-0515. info@mayflyairshow.com

SUPPORT YOUR AIRSHOW AND ORGANIZATION
ADVERTISE IN YOUR "AIRSHOW 2004" PROGRAM



JANUARY 2004



OFFICIAL PUBLICATION OF THE VALIANT AIR COMMAND, Inc

"TICO Warbird Airshow 2004"

"SCRAMBLE" AIRSHOW PROGRAM

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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 | | |
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Saga of the C-123 - Submitted by Paul Vasconi

Editors Note - Due to the size of this article it will be presented in several series....

Our group arrived at Olympia Washington in 'phases' starting with Vann Cochran and I on the 12th, with George and Chris arriving in the Chieftain the day after. We promptly arranged for the loading of the huge spare parts inventory which would travel to Florida in a 53' tractor trailer rig. One of my patients, Steve Adams, a long distance trucker, made arrangements with a fellow driver who just happened to live near Olympia Washington to relay the trailer to Florida by meeting in Texas and trading loads. The parts arrived safely, many days before we did.

Once that job was done we turned our attention to the removal of the left elevator of the C-123, which had suffered from exposure to the elements and apparently some foreign object damage.. Maybe from the flying cows that left all that poop on the tail! The other surfaces were in excellent shape. Once the elevator was removed we took it to the shop where the recovering work was scheduled to be done. Yes, that's right, this old bird still has fabric-covered control surfaces just like the WWII and WWI aircraft.

We were on a tight time line, and we started peeling off the old covering, and preparing the elevator for the recovering. Meanwhile, George and Chris with the tremendous help of Warren Harris, the maintenance director at the Olympic Flight Museum began a series of inspections and tests on the airplane. The engines were given a detailed inspection and the few squawks that were discovered were fixed. Chris and George replaced the engine driven fuel pump on the #2 engine, which had broken during a run up earlier. Fortunately, we had two spares on board the aircraft, along with a large parts supply which we imported from Titusville, along with other items we removed from the on site supply prior to their departure to Florida by truck. Brad Pilgrim, local volunteer, and USAF C-17 Loadmaster arrived from South Carolina where he had recently been transferred, to make the flight back to Florida. Unfortunately he would have to return to S.C. for a closing on his new home back in South Carolina. Emil Summers, his fellow museum volunteer would be given the opportunity to take his place aboard the airplane. He accepted without hesitation.



Procurement - Bob Frazier

INVENTORY—It's that time of the year and the National Museum of Naval Aviation has requested an inventory of all items we have on loan from the USN. It consists of identifying each item and providing two photos of each.

STUFF—Army accreditation and grants paperwork, investigation of a possible TA-4 airplane and sorting items for the auction filled the effort this month.

AUCTION AUCTION AUCTION

Auction for the 2004 Air Show will be Saturday night March 13. Items are being identified and prepared. Auctioneer this year will be our old friend and former VAC auctioneer KEVIN QUINLAN. Kevin has volunteered to help achieve a successful event.

AUCTION AUCTION AUCTION

At this point we encountered a setback.... the gent that was supposed to work on the elevator was out of the shop for 4 days working on another project. An apparent misunderstanding resulted in his not being prepared for our arrival. Sadly, the 4 days we lost because of this were the same 4 days we urgently needed to make the time line work. During this time we kept busy doing work on the C-123, including the loading of the airplane with the cargo we were taking with us, and getting other items done, such as replacing the sliding cockpit windows which had crazed over and were impossible to see thru.

The days became a blur with us working from morning to sundown 7 days a week to get the plane ready for its epic flight. About a week into the preparation, the Navajo arrived from Titusville. To our surprise, Paul Hedtke was aboard. He would prove to be very helpful when we finally did get the elevator back from the shop, since he was one of the guys that helped to take the elevator off of our airplane at Titusville.

The weather was beautiful for two weeks...50s, dry, clear! The locals said that the weather had been unseasonably pleasant and dry... as the end of September usually meant rain, clouds, fog and cold temps heralding the return of winter. Brian did promise to give us good weather during our visit...and he kept his promise!

to be continued.....

Aviating with Bud Evans

Can you believe we are four years into the new Millennium? I look in the mirror each day and wonder if that ancient face can really be the "Temple of My Soul". I still feel the same enthusiasm and lust for life that has carried me through so many wonderful experiences and yet if I try to see myself the way the mirror reflects my image, it doesn't compute. These reflections that I relate to you in these articles are as fresh in my mind as if they happened last week. I feel ready to go out and place myself back into each situation again and would look forward to each of those flights with the same youthful enthusiasm that I did when they occurred, how many years ago? 50-40-30, yesterday?

Enough lamenting over what can't be changed. We all know that there is only Now and Tomorrow and that's that! So now I am going to take you back to 198 1/2 when I was flying a flight test program for Gulf Stream American out of Bethany, Oklahoma. Allen Paulson had bought the North American-Rockwell Company and combined it with his All American Aviation and Gulf Stream division to become a part of the Gulf Stream-American Aviation Company. Bethany was the home of the Rockwell Commander, Turbo-Commander and Jet-Commander. Paulson's American Aircraft Company had built the Peregrine in Calif. prior to buying the Bethany plant. He moved it there for flight-testing. The Peregrine was a two-place single engine jet trainer, which was made to fill the new military requirement for an Advance USAF Trainer. A former USAF test pilot Joe Guthrie flew the first flight. The aircraft was then disassembled and shipped to Paris for static display at the Paris Air Show. After the show, it was shipped to Bethany and had a number of modifications made to its original design. I was awarded a contract to fly the test program to prepare for the USAF competition. At that time I owned a fixed base flight operation in Roanoke, VA and was flying a Saber-Liner that I had bought for a Saudi Prince who was attending the USAF War College. Needless to say my schedule was really busy, however I never missed a scheduled test flight when the aircraft was ready to fly.



I had to do a lot of overnight airline flights when there was no time to fly my Bonanza to or from Oklahoma. The weekend when publicity incident occurred was one, which I was scheduled for testing the Peregrine. I was surprised

Aviating with Bud Evans - cont.

when a television company arrived at my office on Friday to discuss the "Publicity Flights" they were photographing on Saturday and Sunday. Mr. Paulson had made a deal with Miller Brewing Company to use the aircraft in a beer commercial. You can imagine my enthusiasm with this news as we had some crucial flight-testing scheduled but what the heck, I was being paid by the day! Clay Lacey arrived with his special photo configured Lear Jet and my first flights involved me in flying formation behind, under, beside and performing peel-off's, rolls and other maneuvers that were to fit into the commercial script. My last flight of the 1st day was to be conducted late in the afternoon so the TV crew could photograph their specialty effects, which silhouetted the aircraft with the setting sun behind me. At the end of the flight they had set up four camera positions on a short cross runway at Wiley Post Airfield. With the sun in the winter sky the short runway made the best location for the aircraft to pass through the setting sun on landing. (That was from the camera mans point of view).

The thing I didn't particularly like was the fact that the runway was too short for the Peregrine to land. The cameras were situated so that I had to progressively land farther down the runway on each landing. There was an intimidating 10-foot high grass covered dike at the end of this short runway. I was landing with very low fuel remaining so I made tight traffic patterns so as give them their four landings. On the first four landings I touched down, immediately placed my nose wheel on the runway while adding take-off power and was airborne in a few hundred feet. The director had told me the fourth landing which was half way down the runway would be the last and as I had been at minimum fuel for the previous two patterns I was happy to leap back into the air, clear that dike and begin my climbing left hand turn to at right pattern for runway 35. I retracted the gear and told the director I was switching to tower frequency. He said that the sun was in perfect position if I would make just one more "landing" in front of the last camera position. That left about 600 feet for me to touch down, put the nose wheel on the runway, add power and clear the dike. I tightened my pattern, lowered the landing gear and aimed at the spot in front of the last camera. There was a significant crosswind and I had to use rudder in a sideslip to hit the position requested for touchdown. I touched down right on the spot! Being anxious to get the nose wheel on the runway and get back in the air as fast as possible, I pushed the nose toward the runway. It continued downward and before I could stop it with full aft stick, I watched helplessly as the long test boom, which was attached to the nose, hit the asphalt and bent up in a crazy angle. The nose of the Peregrine struck the runway and from my position with the main landing gear located well aft of the cockpit, made it feel as though I was flying into the ground.

Aviating with Bud Evans - cont.

My power was almost back to 100% and the aircraft was accelerating past take-off speed. My angle-of-attack was so negative that holding full aft stick did not raise the nose. The noise of the nose section scraping the runway at that high speed was deafening. I could see that dike closing on me at over 100 knots and I was sure I didn't have enough time to eject through the canopy. All I could do was pump the stick from neutral to full aft and try to feel some effect as my airspeed slowly accelerated. Just about the time I was mentally bracing for the impact of plowing into the dike (which was all I could see through the top of my canopy), the nose suddenly released from its love affair with the runway and I was climbing steeply into the evening sky. The aircraft began to shudder as my airspeed approached the stall but I was safely over the dike! Easing my backpressure on the stick I continued climbing onto the downwind leg, called the tower and declared minimum fuel and no nose-wheel. The tower asked if I would extend my downwind to allow a Cessna to land ahead of me. I don't exactly remember my reply but I don't think it is printable! They cleared me for landing and asked if I needed emergency equipment to stand by. I thought that would be nice and then proceeded to make a smooth two wheel landing leaving some airspeed so that I could fly the nose to the runway so that it would not impact hard enough to buckle the fuselage. My smooth impact of the Peregrine's nose with the runway caused the aircraft to continue sliding down the runway for what seemed an interminable time. I felt as though I was looking down at the ground and hanging from my shoulder straps. When I finally slid to a stop, I opened the canopy and my ground crew who had been with the camera crew arrived before the crash trucks.

They placed a ladder next to the cockpit and I climbed out to survey the damage. With the help of several strong backs we lifted the nose while one of the crew pulled the nose wheel out of the gear well and locked it in place with the down-lock pin. The aircraft was towed back to the hangar and the maintenance crew worked all



Aviating with Bud Evans - cont.

night patching the nose section, removing the nose-gear door attaching arms, (the doors were scraped off on impact), removing the damaged landing light which was ahead of the nose-gear strut and placing a metal patch over the hole. The next morning I flew two flights with an open hole where the nose gear doors had been. The TV crew promised to send me the film of the incident but my continued requests only resulted in excuses as to why it couldn't be released. The ground crew received cases of Millers Beer and I received a "Thank You" note. The ground crew invited me to their "beer bust" and presented me with the remains of the retractable landing light that was removed from the damaged nose section.

The switch that disconnected the nose wheel steering system when the gear was retracted had failed and my use of the rudder in side-slipping on the last filmed landing had caused the nose wheel to turn in the gear well and become wedged in the "up" position.

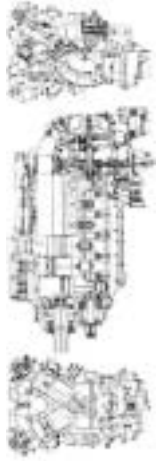
The Peregrine could never quite meet the USAF roll-rate requirement so I completed my one year contract and moved on to another flight test project. My replacement pilot, whom I had recommended for the job, ejected from the aircraft after encountering locked ailerons during roll tests and it was destroyed just weeks after I left. I have always found that in the most hopeless situations that I have been in, I have never let myself give up and believe I'm not going to make it! Clearing that dike would easily have looked completely hopeless but once again being persistent paid-off!

Yak-52 FOD Accidents Are a Warning to All

EAA Founder and Chairman Paul Poberezny recently received a letter from National Transportation Safety Board Senior Air Safety Inspector Arnold W. Scott telling about a spate of accidents around the world where foreign object damage (FOD) has impaired or jammed the controls of the Yak-52. The design is prone to this problem because the fuselage is open behind the rear seat and the elevator control mechanism is close to the fuselage "floor." Many of the accidents have involved fatalities, and aerobatics didn't seem to play a part in control jamming caused by everything from an errant nut to an airsick bag and a set of locking pliers. Scott urges Yak-52 owners to install some form of barrier to protect the elevator bell crank from FOD jamming or to install Plexiglas skin panels so they can inspect the mechanism before flight.

Paul said the Yak should stand as an example for all pilots and aircraft owners regardless of what they fly, because no aircraft is immune to the controls being jammed by FOD.

-Mike



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Let's hope we don't see this at TICO!!