



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 3

March 2004

TICO WARBIRD AIRSHOW 2004

F-15 Aerial Demonstration Team !



WARBIRDS

Skyraider....
Mustang...
Mitchell...
Wildcat...
And More...



F-16 Demo !





CALENDAR OF EVENTS

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.

BOARD OF DIRECTORS MEETINGS

APR 13, 2004

12:00 NOON

VAC BOARD ROOM

MAY 11, 2004

12:00 NOON

VAC BOARD ROOM

Executive Officer - Hal Larkin

Thursday, February 5, 2004, was a warm dry day and at last we were able to prime the Panther fuselage. The wings and tip tanks are painted and ready for installation. Depending on the weather, we will paint the fuselage and then install the wings and tip tanks; however, if the weather is wet or cold, we will install the wings and tip tanks and paint the fuselage after the airshow. Three of the bomb racks have completed the rework cycle and have been primed. The remaining three bomb racks are 90% complete. The 18 drawings for each of the left/right console panels are finished. All the drawings are with a vendor in Daytona Beach. After the engraving is complete, we have from two to three hours of work on each panel. This requires laying out the applicable holes, drilling the holes and installing the required lights, switches, rheostats, knobs and dzus buttons – then we can install the fabricated panels. We are still missing a few items: tail cone and tail pipe for the Pratt and Whitney J-48 engine, throttle quadrant, fuel quantity gauge, accelerometer, and a elapsed time clock. Any one with information on any of the missing items, please call me at the VAC.

The ME-208 is moving right along; as we run out of jobs on the Panther, we transfer the volunteers to the ME-208. We replaced the center windshield panel and that made the two side panels look like rejects. We then decided to replace the two side panels. The mold for the top windshield glass is in the finishing stage. It will then go to a vendor to heat and form the plexiglass. The two jump seats are at a vendor for reupholstering. The fuselage should be ready for paint in April. Hope to see you all at the airshow.

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 e-mail: programs@warbirdmuseum.com

Operations - Mike McCann

This will be my last report prior to the airshow in March, and we are in full swing with preparations. As previously reported, arrangements have been made for special guest Colonel Robert Morgan, pilot of the B-17 *Memphis Belle*, to attend. He will be available both days for speeches, book signings, and tours. In conjunction, we are also trying to get David Tallichet's B-17, also the *Memphis Belle*, here as well. The airplane is currently having some engines installed in Avon Park. We need to drum up some sponsorship money to fund this, and Lou Lafond has volunteered to help out in this regard.

I was pleasantly surprised to learn last week that we will also be hosting the F-16 Demo Team (in addition to the F-15). A lot of work is ongoing to arrange all of the support these two teams require. Perennial crowd-pleaser Lee Lauderback will be flying the Heritage Flight portion in his P-51 "Crazy Horse."

I have 6-8 individuals signed up for our formation training to be held Wednesday through Friday immediately preceding the show. Please contact me if you would like to take part either as a student, instructor, or just want to fly off the rust.

I would like to provide an opportunity for those of you who fly with parachutes to get them repacked at the show. I have spoken to 'Flea' Meyer and he is willing to help set this up if we can get a head count. Please call me at (321) 751-4494 or (321) 537-5860 if you would like to get a pack job. They are good for 120 days. We will have a new FAA rep at the show. Mr. John Murphy. He will be checking paperwork riday

As I write this, I have been called out on a 5-day trip to Brazil, so I'll close for now and try to get this newsletter to bed. We are planning on having another good show and we look forward to seeing a lot of familiar faces (and some new ones) for another weekend of great Warbird flying.

- It is absolutely imperative that the fighter pilot be unpredictable. Rebelliousness is very predictable. In the end, conforming almost all the time is the best way to be unpredictable.

UPCOMING AIRSHOWS OF INTEREST TO THE MEMBERS:

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.

Operations - Mike McCann - cont.

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

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

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

May 22, 2004: Charleston Air Expo 2004. Charleston AFB, Charleston, SC. Lt Col Steven Dye (843) 963-3870. 437AWAirExpo@charleston.af.mil

June 12 - 13, 2004: Wings and Wheels Air and Military Vehicle Show 2004. St. Lucie County Intl Airport. Pt. Saint Lucie, FL. Peter Greene 800-804-5445. alweierman@aol.com. www.slwingsandwheels.com

July 09 - 10, 2004: Pensacola Beach Airshow. Pensacola Beach, FL. Ms. Shelia J. Waites (850) 932-2257. shelia_waites@sr-ra-fla.com

Personnel - Alice Iacuzzo

Welcome Colonels

NEW MEMBERS

Betsy	Doran	Cape Canaveral, FL
John & Lauren	Pappas	Deltona, FL
William	Ruksnaitis	Worcester, MA
Tom	Sharp	Cocoa, FL
Don	Stamp	Salem, OH
Ervis	Trahan	Kaplan, LA

RENEWING MEMBERS

David & Julia	Ballard	Titusville, FL
Randy	Beardsley	Tampa, FL
Mark & Connie	Bernhardt	Orlando, FL
Robert & Louise	Bixby	South Colton, NY
Darrell & Dorothy	Fisher	Sharpes, FL
Chris	Gifford	Cocoa, FL
Peter	Klug	Merritt Island, FL
Harry	McNamara	Titusville, FL
Graham	Meise	Kissimee, FL
John	Miller	Newburgh, ME
Thomas & Ruth	Morriss	Satellite Beach, FL
John	Morrison	Cape Canaveral FL
Tony & Caroline	Pietraroia	Spring Hill, FL
Allan	Proksel	Longwood, FL
Tony & Nancy	Razzini	Viera, FL
Michael	Thorstenson	Marco Island, FL



Peronnel - Alice Iacuzzo - cont.

TICO AIRSHOW 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
Earle Compton	Glen Mills, PA	\$35
Barry Cropp	Eustis, FL	\$35
Sandra Cropp	Eustis, 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 Bch, FL	\$35
John & Dorothy Ingersoll	Wilton, CT	\$35
Jerald Jeffers	Asheboro, NC	\$35
Luc Joly	Sag Harbor, NY	\$35
Leo & June Kerwin	Cape Canaveral, FL	\$25
Vivian Kittell	Orange Park, FL	\$35
Sam Lorino, Jr.	Cocoa, FL	\$70
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
John & Betty Yaroch	Melbourne, FL	\$35

C-47 DONATION LIST

Lester Badger	Cocoa, FL	\$1,000
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	\$5,000
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
Robert & Dorothy Haas	Ft. Myers, FL	\$100
Don & Carol Hussey	New Baltimore, MI	\$25
Charles & Vivian Kittell	Orange Park, FL	\$50
Joseph Kotenski	Huntington, CT	\$100
Dave Mathis	Longwood, FL	\$25
Robert Nishimura	San Jose, CA	\$250
Harry & Joan Osbun	Edgewater, FL	\$100
Fran Palka, Jr.	Worcester, MA	\$100
Andy & Gayle Presto	Phoenix, AZ	\$150
Anthony & Nancy Razzini	Viera, FL	\$100
Ray Roberts	Patrick AFB, FL	\$200
Arthur & Sue Schott	Roanoke, VA	\$100
Paul Woodard	Sebastian, FL	\$250

Maintenance - Bob James

As I write this, March is just around the corner. That means it is AIR SHOW time! Let us hope that we will be blessed with great weather, interesting aircraft and lots of air show patrons. I hope many of you will be able to attend this year and salute our military guys and gals past, present and future. These times certainly make me think of the sacrifices that are required by our military personnel and their families to keep our country free.

C-47 - The "Tico Belle" now has a left main gear and tire installed. The right main gear installation is in progress at this time. I'm expecting that we will be able roll the C-47 over to the static line for the air show and show the public (and VAC members) the progress we have made in the last year. The stress panels (four total) are being fitted and will be temporarily installed for the roll over to the show line. The fuel tanks (four) will be installed at a later date this year. The upper and lower half's of the nose are also being fitted at this time.

UTVA-66 - I have obtained a substitute boost pump for the UTVA, however since it is a different type (US vs. French) new mountings and hoses (AN vs. metric) will be required. Since this is the last remaining item holding up the airworthiness of the aircraft I'm hoping that it can be completed in time for the air show.

S-2F - A new battery has been received, serviced and installed. The next item prior to allowing engine run-ups is a replacement left engine remote fuel shut off valve.

TBM - We have a new volunteer (Joe Hinger) who has an A&P and IA certificates.

He is working on installing the wiring and components for the pre-oil pump circuitry.

Due to the higher priority of the UTVA, I interrupted Joe's effort on the TBM and reassigned him the UTVA boost pump installation task.

June Kerwin Memorial Contributions

Mr. & Mrs. Charley F. Applegate	Armstrong Chiropractic
Mr. William Bagwell	Mr. & Mrs. George H. Baker
Ms. R. Ann Ballantine	Mr. & Mrs. Stuart Davis
Mr. & Mrs. Robert Frazier, Jr.	Ms. Norita O'Hara Gompers
Mr. Nicholas G. Hampton	Ms. La Veda P. Hill
Ms. 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. E. Leon Stearns
Mr. & Mrs. Dennis M. Sherman	Ms. Donna Welton
Ms. Laurie Stratmore-Smirl	Mr. & Mrs. W. Twaddell

Procurement - Bob Frazier

First of all don't forget the AIR SHOW and invite friends and relatives to attend the show and have a chance to meet COL. BOB MORGAN of the "MEMPHIS BELLE".

TA-4 SKYHAWK—We have just received a very good looking A-4. The airplane was a gate-guard at Roosevelt Roads, Puerto Rico and may have been a Blue Angels airplane. It is painted in the units light blue and light gray camouflage. The Navy moved it by ship to Mayport, Florida. We had it disassembled and transported to the VAC. It should be reassembled after the Air Show.

INVENTORY—As mentioned last month, we have now completed and mailed the inventory and picture catalogue of all items on loan from the U.S. Navy. Our ace photographer STEVE ZATROCH took all the pictures.

ACCREDITATION—The U.S. Army Automotive and Armaments Command has advised their team will inspect our Museum and organization structure in mid-April. A positive outcome of the accreditation will be we can obtain or receive the loan of Army equipment.

GRANTS—We have been advised by the Institute of Museum and Library Services (U.S. Gov't) that we are eligible for a 2004 Conservation Assessment Program (CAP) grant. Some \$ 4,610 will be awarded to cover the cost of our hiring a professional conservator to evaluate our collections, procedures, buildings and organization. The grant is used to cover the travel and on site expenses and Heritage fee. While the details have to be worked out any suggestions and/or approval can lead to additional specific grants.

DONATION—A gentleman in Ft. Lauderdale has offered us a collection of various airplane magazines and some GEN. TIBBETS memorabilia.

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

If quitters never win, and winners never quit, then who is the fool who said, "Quit while you're ahead?"

People you will see this year



Lee Lauderback and the great crew of Stallion 51



Eliot Cross. What will he show up in?



The 'Marchette Mavericks' from Spruce Creek



Look for some great 'Old and New' Heritage formations

WW II vet Dick Foote and his Wildcat



F-16's



Valiant Air Command Museum
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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.

Yesterday's Battles - Jeff James

Hammered from East and West

February and March 1944-By the beginning of 1944 Japan's military situation had gone from bad to worse. Allied forces under Douglas MacArthur had defeated the Japanese in New Guinea, Rabaul had been isolated and the US Navy and Marines had taken Tarawa Island. Then in January, US forces stormed into the Marshall Islands and overran the Japanese garrisons with amazing speed. On Kwajalein Island, US forces lost only 373 dead while killing 7,870 out of a Japanese garrison of 8,000. These quick victories shocked the Japanese, who had hoped to delay the Americans for months in the Marshall Islands while additional defense lines were constructed on islands closer to Japan. With the Marshall Islands out of the way, the US Navy could sweep forward and make a bold strike on the massive Japanese naval base of Truk, in the Caroline Islands. On February 17th and 18th, US Navy Hellcats, Avengers and Dauntlesses pounded Truk. Over 200,000 tons of Japanese shipping was sent to the bottom and 275 planes were destroyed. Although the Imperial Combined Fleet had already fled Truk for safer bases farther west, the raid was still a devastating setback for the Japanese.



Gruman F6F Hellcats

Meanwhile, at the western end of the Japanese Empire, a major British attack was in the works to drive them out of Burma. Japan hoped to forestall this attack and regain the initiative with a major counter-offensive into India. The attack was code named "U-GO," and its objective was to destroy the British IV Corps and capture important allied bases at Imphal and Kohima, in the eastern part of India. After a diversionary attack in the south, the first elements of the Japanese 15th Army began their advance on the night of March 7-8, 1944.

The British, who had expected some sort of Japanese attack, planned an orderly withdrawal to the plains around Imphal, where their artillery and air power would be more effective. However, they expected no more than two Japanese regiments to make the attack. The Japanese, uncooperative as always, brought the entire 15th Army! The siege of Imphal began on March 29th. To make matters worse, the British had withdrawn the 161st brigade from Kohima to protect supplies in the rear area. This left Kohima virtually undefended and the Japanese surrounded it on April 15th.

Yesterday's Battles - Jeff James - cont.



Douglas SBD Dauntless

As the battle progressed, the US and British air forces made their presence felt. Total command of the air allowed the allies to fly over 18,000 tons of supplies and 12,500 personnel into the battle area. In addition, 13,000 casualties and 43,000 non-combatants were evacuated and two fresh divisions were flown in during the height of the battle. A large part of this was made possible by the rugged Douglas C-47 transport planes. In all, the Allies flew nearly 30,000 sorties during the battle, compared to 1,750 for the Japanese.

In stark contrast to the safety of the allied supply lines was the condition of Japan's. The Chindits, a long-range supply interdiction unit, had devastated Japan's supply lines in Burma. The forces around Imphal and Kohima soon began to suffer, with some units being forced to eat their pack animals. Undaunted, the Japanese continued their fanatical attacks, while the equally determined British IV Corps held them off. By June 1st, General Soto, the Japanese commander at Kohima, finally decided to retreat. His men were out of ammunition and starving. They could fight no more. On June 22nd, the British 22nd Division linked up with the forces at Imphal and the Japanese siege was broken. By July 18th, the Japanese 15th Army, battered and beaten, was in full retreat from Imphal. Although they left behind graffiti promising to be "back in six months" it was not to be. The way was now open for an Allied advance toward the port city of Rangoon, and a complete ejection of the Japanese from Burma.



The view from the top

Aviating with Bud Evans

Air Shows

Air show pilots will appreciate this dissertation on my little Air Show experience as a performer. You fellows practice and practice and get your timing, altitudes and air speed down to a Nat's-whisker and then have to demonstrate your ability to perform your acts to the FAA to get your low level certifications. That's the way it should be done but not so back in my time. When the Kentucky Air National Guard was formed they were equipped with brand new P-51D Mustangs. I had about 5 hours in the aircraft when we were asked by the Governor's office to put on a show over the State Capital Building in Frankfort. Naturally being the new guy, I was flying in the tail-end-Charlie "Green 16" position. After several parade style "fly-overs of the Capital Building we peeled up and rolled into a dive bombing maneuver towards the Capital Dome, with each aircraft following the one ahead of him. By the time I was on my dive close behind "Green 15" the air was extremely turbulent from the prop-wash of the previous 15 P-51's. We were staggered so that each P-51 passed on the opposite side of the dome from the aircraft ahead of him. I fought the control stick as my Mustang staggered through my 4 g pull out snapping quickly from side to side half way between a high speed stall and prop-wash effects. I remember looking up at the dome from a position to the right of the building and very close to the trees that ran up the lawn next to the building. I had a quick view of a crowd of people watching from the ground and then there was "Green 15" filling my windscreen and I was climbing high into the blue with a stream of P-51's ahead of me. After rejoining in formation we flew back to Louisville and landed expecting to be reprimanded for endangering the spectators on the Capital grounds. Instead we received a call from the State Adjutant General and the Governor praising our show and demonstrating to all those attending the capability of the Guards new Air Force.

The next weekend we performed the same type show for the opening of a grass airstrip near Fort Knox, KY and almost repeated the same scenario except this time the prop wash threw me so far below the aircraft ahead of me that all I could see as I blacked out was the sun reflecting off of the high tension wires that appeared out of the top of my canopy. Knowing how close I was to the ground and the wires, I pulled the stick back as hard as I dared expecting any second I would hit the ground, the wires or snap the aircraft inverted. In what seemed like an eternity I began to regain my vision and there were the 2 P-51's ahead of me. There were 4 mustangs behind me on this show and when we arrived back at Louisville they all swore that I had disappeared below them and that they had barely cleared the top of the high-tension lines. This was confirmed when our Group Commander who was on the ground at the dedication came back to congratulate us on a great show but thought maybe Lt. Evans was showing off by flying under the high tension lines because he is leaving soon to fly the new jet fighters. If they only knew!!!

Aviating with Bud Evans - cont.

In late 1953 I was assigned to Perrin AF instructing in the new F-86D. The aircraft had a horrible flight control system that discouraged our students who were experienced F-86 A, E and F pilots. My old Group Commander from Korea, Col. John R. Murphy formed a 4-ship demonstration team and we flew a formation demonstration show for each arriving class. I don't mind saying it was the toughest formation flying I have ever flown.

USAF Test Pilots are not Air Show demonstration pilots. However, every year Edwards AFB conducts an "Open House" for the general public who are willing to come out in the hot dry desert to see our newest aircraft that the USAF is testing. Usually we made fly-bys" and occasionally a maneuver that will excite the crowd such as the B-57 or B-47 performing an Immelman maneuver which was to be used for tossing nuclear bombs. I was chosen to fly a solo act in the F-104. The only one which had a smoke tank installed was our "Pacer" aircraft used for calibrating all high performance test aircraft. That F-104 was not available to practice in so I had to use one with tip tanks installed and was a heavier newer model. The next problem was that I was only allowed 2 practice flights to work out my routine and those had to be out over our desert bombing range. Needless to say when I made my take-off for the show I was not confident of



F-104 on full-burner take off

anything except that I would have to rely on instincts. I had NEVER tried to perform an Immelman on take-off with the F-104 before although I felt certain I could do it. The "Missile with a man in it" had some nasty habits, one being "pitch-up" at the stall. The stick vibrated to warn the pilot he was approaching the stall and a "Stick Kicker" pushed the stick forward if the pilot continued through the stall warning area. It was an unacceptable device for my show so it was turned off for my one flight. As it turned out I managed to fly a fairly decent show and received favorable praise from my bosses and the media. I managed to fly a fairly decent show and received favorable praise from my bosses and the media.

Aviating with Bud Evans -cont.

Bud wows the crowd in the F-104



In 1964 I was Commander of the Fight Test Operations Division at Wright-Patterson AFB, OH. One Friday I received a call from Air Force System Command Hdqs.

telling me to be at Andrews AFB by noon the next day. I was going to fly the F-5B in the Brussels Air Show. I had never heard of or seen the F-5B but I was assured I would probably just fly some of the NATO Air Force Generals in the aircraft. After all it was a two-seat version of the F-5A and I had flown the 1st USAF test flights in that machine. It wasn't until I arrived in Brussels and the U.S. Air Attaché met me at the airport that learned that I was to fly a 2-day air show at the big NATO show. He informed me that I would about 6 minutes to demonstrate the flying qualities of the F-5B???? My first look at the aircraft was when the Northrop crew re-assembled it at Chaterouex Air Base in France. My one flight was a ride in the back seat while the Northrop pilot flew under a 1200 overcast trying to calibrate the ADF. We got lost and just as we were about to pull up over the clouds to eject we spotted the Air Base and landed with "0" fuel remaining on our gauges.

Northrop took the aircraft to Norway to sell it by flying Norwegian generals in it. I waited in Belgium but when they returned they flew Belgium brass around leaving me 2 flights to checkout and work out a routine for the show. My second flight gave me time to practice a mentally "dreamed up" routine and then fly to Brussels where I expected to have a chance to fly the routine over the field before landing. Commercial traffic prevented me from doing much more than getting a look at the airport area before I was low on fuel and had to land. In the big briefing the next day I learned that all of the NATO Air Forces had designated show performers as well as their acrobatic teams flying in the show and I was the only American (no civilian pilots were allowed to fly so that is why I was flying Northrop's F-5B). I was cautioned that I had only 30 seconds to clear the show box at the end of my (routine???) as there were to be several hundred paratroopers jumping over the airport. No one was more surprised than I was when my routine worked out very close to being on time. I had started off by rolling the aircraft on take-off with gear and flaps down. I had never tried it before that first show take-off but it impressed the other demo pilots so that the next day the RAF Lightning pilot performed the same maneuver. I was feeling pretty good about working out a show routine performing most of the air show maneuvers and did in the time allotted to complete them.

Aviating with Bud Evans -cont.

The next day I sat by my F-5B and watched as the clouds rolled in and the ceiling continued to lower. My new friend, the Belgium Baron and their demo pilot asked me how I was going to modify my act. He practiced 4 or 5 times a day for the month prior to each show and could add 10 seconds or cut 3 minutes from his act. He also had a low and mid altitude show he could perform, noting that I had only the one routine I had put together in my 2 practice flights. It was obvious that my loop and Cuban-eights were out for the second day. I would have to prepare something in my mind to give to the narrator to announce during my act?? I added an inverted pass and an 8-point roll to my routine plus an inverted 90-270 low altitude reversal. For some quirk of fate it worked out and as I performed my series of rolls leaving the area I passed directly under the formation of C-130's inbound to drop their loads of Paratroopers.



Canadian F-5B over Niagara Falls

That night I received a nice gift from the King of Belgium and several Letters of appreciation from the U.S. Ambassador and Commander of NATO. The Northrop Demo pilot (an old friend of mine) met with me in Wiesbaden, Germany a few days later and asked me for air speeds, "g"s and altitudes I used on my maneuvers. He was directed to put on a show in Spain the next day. As I was waiting for my flight home from Paris, I read in the London Herald that the F-5B had crashed in Spain during the Air show, killing the Northrop pilot Don Papish and a Spanish major. I was involved in the accident investigation and was somewhat relieved that it was not my information that caused the accident but the size of the passenger (A rotund Spanish Air Force major) which prevented pulling the control stick full aft at the bottom of the Cuban"8". My next show was for the King of Saudi Arabia while I was working for Northrop. I had several practice flights and it was successful although the Kings nephew, Prince Bandar Sultan (now Ambassador to the U.S. from Saudi) told me the king jumped up from his seat when I rolled the F-5B on take-off with the gear and flaps down. He was certain I was going to crash one of his new fighters!



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