



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 4

April 2004

TICO WARBIIRD AIRSHOW 2004!



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Airshow Report !

- Great Weather!
- Great Crowds!
- Great Pilots!



B-17 'Memphis Belle'



P-51 'Obsession'



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

EAA WARBIRDS OF AMERICA SCHEDULE OF EVENTS - SUN 'N FUN 2004

(Tentative - as of 1/16/04)

	<u>EVENT</u>	<u>TIME</u>
SAT. APRIL 10	Set up	0800 - 1800
SUN. APRIL 11	Set up (registration will open when set up is complete)	0800 - 1800
MON. APRIL 12	Registration	0800 - 1800
TUE. APRIL 13	Warbird Judging	0900-1200 and 1300-1600
WED. APRIL 14	Warbird Judging	0900-1200 and 1300-1600
	Warbird air show briefing	1200
	Warbird air show	1400-1430
THR. APRIL 15	Warbird Judging	0900-1200 and 1300-1600
	Warbird air show briefing	1200
	Warbird air show	1400-1430
FRI. APRIL 16	Leeward Fly-Out	TBD
	Warbird air show briefing	1200
	Warbird air show	1400-1430
SAT. APRIL 17	Warbird air show briefing	1200
	Warbird air show	1400-1430
	Warbirds Award Banquet at Fantasy of Flight	1900-2300
SUN. APRIL 18	Warbird air show briefing	1200
	Warbird air show	1400-1430
MON. APRIL 19	No Events Scheduled	

Commander - *Lloyd Morris*

Well campers, it is over I guess, and a very good show it was. I would like to thank Lou LaFond, my co-chairman, for helping this year - good job. Ed Rodig and Mae for flight-line security; Serge English, Frank Fleck and Tom Phillips for an outstanding job of moving aircraft. Warbird flight line: Art Pylar, Jim Friss, Ray Huff, Dick Childs, Jeff Fazan, Rick Matthews, Tony Pietrarroia and wife Carol, Sam Norris, Alan Proksel, Jim Rennie, Bob Haas, Tony Gulla and wife Linda - you guys did an outstanding job. Look forward to seeing you next year.

Tommy McLeod and Lester Badger for golf carts and radios. I believe this was their third year helping me put on the airshow. The old rat killer himself, Leo Kordick, for the bar and helping set up the dinners. Great job as always. Steve Zatroch for doing the programs, oil analysis for the demo teams and always being there to help. Oh yes, a special thanks to Shirley for letting Steve come out and play. Ray Adams, Darrell Fisher, John Schumacher, and Roger for the sound system (p.s. don't forget my "Top Gun" CD). Dawn Gorrell for giving the demo teams the tour de France of the shuttle. That was above and beyond the call of duty - many thanks. Bob McCullough who stood guard at the west gate, this was real s...-duty and Bob did it without question or hesitation, I cannot thank him enough. Great job Mr. McCullough. Melissa McDonald for helping with the vendors, pilots and anything else that needed to be done; Earle Compton for pilot and member registration; Frank and Betty Pound for the artwork on the airshow poster. The work this year was excellent as always. And, to Crystal Hedden and Ginger Felty in the PX and all the folks from SCSEP - thank you. To all the Board of Directors: Hal Larkin, Executive Officer, and his restoration crew; Mike McCann, Operations, thanks for an excellent job with military and warbirds - as always 100%. Bob James, Maintenance, for his unceasing dedication to the Valiant Air Command as always. Pieter Lenie, Finance Officer, Dick Miller, Wendy, Jenny Baker and all their crew, great job. Alice Iacuzzo, Personnel Officer - I missed you this year; Bob Stewart, Transportation/Facilities, and his crew for maintaining the hangar, Bob Frazier, Procurement, for the auction; and Bud Evans, Public Relations, our advertising this year was great. All of you did a GREAT JOB!

And last but not least, Ann James for stepping up to the plate and swinging the bat! Ann was one of the first one's on the field 6:30 in the morning and one of the last to leave at 8 p.m. She never complained and words alone could not say enough, but for what it is worth many thanks from my heart. I don't think I could have done it without your help.

So that is all for now campers when I have the numbers, I will let you know - but I must say it does look good at this time.

Operations - *Mike McCann*

Well, another successful TICO Warbird Airshow is in the books, and what a great show indeed. Absolutely beautiful weather, a near record crowd, great airplanes, great pilots, and lots of good camaraderie and smiling faces. This is one happy ops officer. Most of the usual suspects were there, and some fresh, new faces as well.

Tom Reilly once again showed us what a B-25 can really do, and who doesn't enjoy his grand entrances to the hangar for the evening festivities? This year he added a minimum-run take off (simulating a Doolittle carrier take off) to his routine. Dr. Mike Schloss made the faithful sojourn down from New York in his awesome A-1 Skyraider. This effort was especially noteworthy after the tragic loss of his lovely wife Patti recently. Thank you Mike for being with us again. Tim Plunkett called me up out of the blue and asked about bringing his Fokker Triplane to the show. I think everyone will agree the crowd really enjoyed it and it looked great in our hangar on display. Gary Solkovits and wife Lois returned again with their L-39 and showed the growing jet side of the warbird community. Peter Jacobs was all set to bring his new L-39 but it developed an internal fuel leak the week of the show :-)

Speaking of jets, Wyatt Fuller brought his stunning L-39 this year. Although the paint job is an amalgam of various Navy squadron markings, the effect is spectacular. I only learned accidentally after bumping into Wyatt last week at bike week in Daytona that he now makes his living by designing many of the custom accessories available for Harley Davidson bikes. The factory liked his work so much they signed him up to do design work exclusively for them. As a measure of his dedication to the VAC, he actually flew back home to North Carolina in a King Air Saturday night to attend a beauty pageant his daughter was in, and jumped back in the King Air Sunday morning to be here in time for the 10:00 briefing. Word has it that he has an even better project in the final stages of completion, and promises to bring it to TICO for 2005!

I think everyone was impressed with the B-17 Memphis Belle owned by Mr. David Tallichet. We almost didn't get the aircraft here, lacking suitable sponsorship money. At the last minute, a generous benefactor (who wishes to remain anonymous) stepped up to the plate and made a significant donation that allowed us to bring the aircraft here. I never cease to be amazed at the commitment some people have to warbirds in general and the VAC in particular. It was also a pleasure to host Col Robert Morgan and his vivacious wife, Linda. They are great people, and said to me on more than one occasion how well they had been treated by everyone they came in contact with. They sold out of books and much of the other merchandise they had available. Director Bob James got to log some right seat time in the Fortress.

Operations - Mike McCann - cont.

Pat and Barbara Phillips were on hand again with the Stearman. Pat always opens the show with his great aerobatic routine. Here is a little story to give you some idea of what great folks they are. Our ride operator, Warbird Flights, recently took delivery of a Stearman to add to their fleet. Friday it came down with a sick mag. I put them in touch with Pat, who had the necessary timing tools at his house. After he got here Friday and conferred with their mechanic, he offered up the keys to his house in Orlando and told them where the tools were located in his garage. The Stearman was up and running by noon Saturday!

Lee Lauderback and crew made their annual appearance, complete with P-51, motor coach, grill, etc. Lee had a hankering to try something new as well this year, and drove from his home in Kissimmee in his rented Mustang convertible (what else) with his flight helmet and mask on! I had to laugh when he and Angela repeated this spectacle down the show line Sunday. Lee always puts on an outstanding demo of the Mustang's capabilities, and also anchors the USAF Heritage Flight to close the show. This year was particularly impressive with an F-15 on one wing and an F-16 on the other. Thank You Stallion 51!!

I'm going to stop for now lest I leave people out. I do have a long list of people to thank this year. We started our formation clinic and practice on Wednesday. Ken Terry offered to help with that affair, as his T-34 is still in the shop. He also offered to teach the ground school, and went out and purchased a projector compatible with his computer, as he has the entire program stored in a Power Point presentation. Bob Wall and Bud Iles came over Wednesday to help instruct, and were joined Thursday by Morris Ray from Memphis, and Fred Johnson from Ocala. Unfortunately, Bud's battery in the Fuji died and it was Saturday before another one could be ordered, charged, and installed. Gene McNeely also came over first thing Friday to help. Our students were Kent Bosworth (T-6), Bill Dorris (T-6), John Ringland (YAK-52), and Bill Vrastil (FW-149). Bill Vrastil was able to earn his wingman patch in the minimum amount of time due to his extensive amount of experience in F-4's and F-16's. We weren't able to quite finish up the other three, but they are getting close. There have been some changes in how we administer the F.A.S.T. program, and look for those details elsewhere in this issue.

Many other people helped me in the weeks leading up to the show and should be recognized. In no particular order: Bob Bosworth for making numerous phone calls and writing letters in our efforts to attract military participation. 'Flea' Meyer and daughter Jessica for putting the pressure on the State Dept. at Patrick AFB that resulted in both a UH-1N 'Huey' and an OV-10D on display. And of course, Flea always organizes the opening jumps for the show. Sam Lorino for offering to pick-up the Morgan's from the Orlando airport on Friday and getting them settled here.

Operations - Mike McCann - cont.

He also took them back on Monday. Ann James took care of many of the details that made their stay successful. Son Jeff volunteered to be their chaperone over the weekend and that helped a lot. Melissa McDonald helped us immensely by getting the pilot registration group up and running, getting together welcome packets for our military visitors, and getting those same groups all their hotel reservations. She is the sales manager at the Ramada in Titusville, and should you ever need to stay overnight here, please give them ample consideration.

Dawn Gorrell was a big help to me as always. She took care of the military fuel coordination, made sure the demo teams had everything they needed such as food, water, and ice at their remote site, and even arranged for an awesome KSC Space Shuttle tour for the F-15 team that really made them want to put on a good show for us. Her Dad, Gene, helped with various odds and ends and drove the F-16 guys back to Orlando Monday. Steve Zatroch was all over the place this weekend. He arranged for the military oil analysis to be run every day, went to Patrick AFB on the flatbed and procured all the support equipment, got the LOX tank filled, picked up the F-16 team in Orlando, and probably a lot of other things I've forgotten about. Oh, yeah, he also single-handedly produced our airshow program, the *Scramble*. And took care of most of the pictures that you see about the show. And he also helped put together the advertising for the show. I could use 5 more guys like him. And finally, I think we all owe a big thank you and 'well done' to our own Lloyd Morris, without whose vision and tenacity this show wouldn't have been possible

Well, my fingers hurt and you're tired of reading this. All I can say is this year was the most fun and trouble-free show of the four I've done. Thank you everyone for your attendance, your flying, and your great smiles and attitudes.

— *What is the similarity between air traffic controllers and pilots? If a pilot screws up, the pilot dies. If ATC screws up, the pilot dies.*

April 10th 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

Operations - Mike McCann - cont.

UPCOMING AIRSHOWS OF INTEREST TO THE MEMBERS:

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. The Warbirds Awards Dinner will be at Fantasy of Flight in Polk City on Saturday evening, April 17th. Tickets may be purchased at Warbird Headquarters. The Leeward Fly-out will be held Friday, April 16th. 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

May 28-30, 2004: Tamiami (KTMB) Airport, Miami, FL. 3rd Annual Bike and Fly Extravaganza during Mother's Day Weekend at Wings Over Miami Museum. Contact Walt Orth (305) 668-8550. WaltOrth@aol.com. www.wingsovermiami.com

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.slcwingsandwheels.com

Peronnel - Alice Iacuzzo

Well, I missed the Tico 2004 Airshow. I was in the office up until a week before the show. It was the first time in 25 years (how those years do fly). I particularly missed those members I see once a year. There is usually a hug from long time friends.

I'd like to thank all those that pitched in to help while I was gone from the office (membership, telephones, vendors, beer tents). Melissa McDonald took over the vendor line and did a great job; Ann James coordinated all things that had to be done; Judy Herring and Linda Morgan kept the fax machine busy sending and receiving faxes from and to me; Ruth Larkin was busy answering phones; Earle Compton, I am sure, was coordinating the registration. Joan Dorrell pitched in where ever she was needed. It gets pretty hectic in finance and Pieter Lenie was there from early morning to late evening. Kudos to Dennis Callahan for running the new members registration tent on the field. Again thanks to Polly Parker and her crew Angelo and Carol Garuttie, they sell chairs on the show line during the show. I can't thank you all enough for pitching in at the last minute. You all are the greatest!!!

I apologize if your names (new & renewals) did not get in the Unscramble, but we should have a complete list by the time the next one comes out. Remember, if you are not listed please call me or send an e-mail. It is important to have the right information. Thanks to you all again for working so hard as a team to get the job done.

Maintenance - Bob James

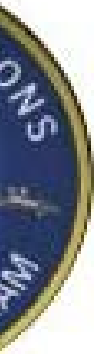
The Tico show this year has to be one of the two best days of air show weather that I have seen in many a year! My thanks to all the volunteers that made it a great show. A special thanks to all the C-47 crew who worked diligently to get the "Tico Belle" on her legs for all to see. It certainly was a great day to get her out into the sunshine. Now if only we can come up with funds for a pair of engines! All in good time. I believe that it will happen.

C-47 - The next task will be to get the Belle back up on jacks and remove the main gear struts and get them to Professional Aircraft Accessories (PAA) for a free overhaul. PAA has recently built a facility at the South end of Tico. They previously had a facility in Titusville near the motels at the I-95 state route 405 junction. While that is in work the aft nacelle on the right side will be fitted and installed. Work on the last stress panel will also be in work once the 4'x 8' aluminum panel arrives.

TBM - The TBM has been moved into the restoration/maintenance hanger and work will commence on the bomb bay. Most of the parts have been gathered or fabricated and with the help of Joe Hinger and Bob Mussey they will start to go in place.

UTVA - The electric boost pump installation is in work. A backing plate has been fabricated and is being installed. Parts to make up the new hoses have been ordered and should arrive soon.





Aviating with Bud Evans

Most pilots know what the "Fire Warning" light on the instrument panel signifies when it illuminates! Most Pilot Manuals just say: "EJECT"! Well that's well and good but if all pilots followed those instructions when a Fire Light came "ON", the military would be a lot shorter on aircraft than it is. When the light comes "On" it gets your full attention! Fortunately most of us have checked for more definite signs of actual fire before panicking. What I am about to relate to you happened to me in 1960. I had been selected to be the USAF's test pilot on the Northrop N-156F. (Later to be designated the F-5A) The aircraft was built on Northrop funds but someone in the USAF decided at the last minute that they should put some money into the project and put money into Northrop's program. (I'm not sure but believe the amount was \$33 million). Regardless, it was enough to have the USAF Flight Test Center furnish a test pilot and flight test engineer to work right along with the Northrop test crew.

The arrangement was for me to fly from the very beginning of the testing as though I was a company test pilot. This was something the military never did and it is to Tom Jones (President of Northrop) credit that he went along with the agreement. Lew Nelson was the Chief Test Pilot for the company and was scheduled for the first flight. In order to get his "Bonus" he had to take the aircraft super-sonic but the landing gear unsafe light remained "On" so he had to return and land. I was chasing him in an F-100F with a Northrop photographer in the back seat and although we could not see any problem with the landing gear from the outside, the prudent thing to do was to cut the flight short. After the ground crew adjusted the micro-switches on the landing gear, Lew made the second flight. It was supposed to have been my flight but with bonus money on the line for Northrop's pilot, I couldn't argue. From that point on in the program, I rotated flights with Lew and later some other Northrop Test Pilots. I chased all of the Northrop flights and the incident that I am about to relate happened on one of those flights.

One of the big problems with it not being a USAF test aircraft was that the J-85 engines (which it had been designed to use) were available only for the three T-38's that were being

Aviating with Bud Evans - cont.

used in the USAF funded test program. The N-156F had 2 early J-85 engines that had no afterburners and fewer compressor stages than the T-38's engines. They were designed for a missile and the total thrust of the two engines was less than one of the T-38's engines in afterburner. Our testing began on the 31st of July, 1959 and we were operating under the handicap of short funding and it was nearly one year after the first flight when the following event took place. It was July 1960 and we were flying in extremely hot weather from a runway that was nearly 3,000 feet above sea level. The good news was that the runway was 15,000 feet long with a 7-mile lakebed over-run.

We reached the stage in our test program where we were to see if the aircraft could fly with a 2,200+ lb bomb under the centerline station. This put the center of gravity right at the design forward limit. The engineers predicted that the airspeed would have to be considerably above normal to have enough elevator power to lift the nose-wheel from the runway. It was Lew's turn to fly the first take-off and my flight would be to drop the bomb. I was flying the chase flight in a F-104D with a Northrop photographer in the back seat. We had to wait until Lew was a couple of thousand feet down the runway before I released the brakes on the F-104. It was Noon on a 105-degree day and having the very heavy weight with low thrust engines we had predicted it would take 8 to 10,000 feet of roll to get the N-156 airborne. I was judging my timing so as to be airborne with my gear up and in a closing position when he lifted off the runway (if the aircraft was really going to fly with that heavy load).

The Star Fighter accelerated rapidly and as soon as I was airborne I retracted the gear and left my flaps in the "Take-Off" position. The J-79 engine's after-burner had four segments which allowed the pilot to make power

adjustments but because of the tremendous power of the engine the pilot had to use care in the amount of throttle movements he made while operating through those four segments, lest the engine suffer a compressor stall. (which was not a desired situation at low altitude). A "Chase Pilot's" job is to lock his eyes on the aircraft on which he is flying



Aviating with Bud Evans -cont.

safety chase and cannot take time to check his own instruments This can be serious business if something goes wrong with your aircraft such as having a fire warning light come on, as you will probably not see it until it is too late to do anything about it. Had I not had the Northrop man in the back seat I would probably not be here to write my account of this adventure!



I was gaining on the N-156 and we were close to 10,000 feet down the runway when it literally leaped into the air. The photographer called over the hot mike about fire coming from the back of the aircraft. This puzzled me as we were about 50 feet behind the N-156 and about 20 feet above him and I had my eyeballs locked on to it. My first thought was: What's he talking about? I answered that I didn't see any fire coming from the back of Lew's aircraft. His anxious reply peaked my immediate attention!! " Not his aircraft. OURS! We were now about 300 knots and accelerating when I glanced at my left rear view mirror that was mounted on my windscreen frame. I will never forget nor have I ever been able to adequately describe the sight. All I could see was an extremely bright large orange fireball with a shower of orange sparks blazing from the outer portion of the ball of fire. It was a bright desert noon and even so the fireball was almost blinding. It appeared as though the whole aircraft just behind the rear seat was merrily blazing away. If the fire warning light was "ON" I will never know. Instinct made me retard the throttle rapidly being conscious that too quick of a movement from after-burner towards "Idle" would cause me to lose the engine. We were approaching the end of the 15,000-foot runway; the altitude was about 100 feet as I guess I pulled back a little the stick while

Aviating with Bud Evans -cont.

reducing the power as fast as practical. I needed to slow the aircraft quickly and set it down on the lakebed. Ejecting seemed not to be an option at that low altitude. I had full tip tanks and was afraid that if they didn't jettison evenly, we would roll right into the ground. I vaguely remember the tower calling me advising that my aircraft was on fire. It was a little late as I was already well aware of the fact!

Speed brakes were already extended while adjusting my over-take speed of the N-156F. I put the landing gear handle to the "Down" position, although I knew I was still above the gear down speed limit. I also was aware that I had to get the aircraft on the ground immediately. The landing gear lights indicated that they were down and locked. There were many things racing through my mind in those long seconds: First I knew that my best method of getting on the ground was to make a gentle turn so as to help judge my height above the flat steaming lakebed surface which produced a severe "mirage" effect. As soon as I reached 225 knots I lowered full flaps, rolled wings level and put the aircraft on the ground above 200 knots. I knew that the lakebed had very large holes on the surface, which was not marked by runway lines, but I had no choice. (When it rained hard every few years the lakebed would flood. In the

following weeks the wind would blow the water back-and-forth over the surface smoothing it to a hard smooth surface, The water also had to find its way down to the underground river that was 1,600 feet below the lake, thus these large holes were created in various parts of the large lake surface).

My flight controls had become noticeably stiff and I was thinking that the aft section of the F-104 might be burning off of the rest of the aircraft. Once on the ground I began to realize there was no way of avoiding one of these holes, even if I saw it front of me. The Mirage effect made everything in front appear as though there was a lake that I was running into. When I was solidly on the ground I shut down the engine, I pulled the Drag Chute handle. I felt a slight tug on the aircraft and then it felt as though we accelerated as the chute obviously departed from the aircraft. Shutting down the engine caused me to lose my power brakes, nose wheel steering and radio. All that I could do was pray we would miss the lakebed holes (which would have ended this adventure and the two of us permanently). The Star Fighter rolled and rolled and rolled. It seemed as though it would never come to a stop. My next sudden concern was a big yellow fuel truck looming directly in front of me. There was a North Base

Aviating with Bud Evans - cont.

...continued from page 9

airfield on the Northwest corner of Rogers Dry Lake and the truck was sitting there on the ramp. I pushed on the manual brakes but with very little effect. I can't adequately describe the feeling of helplessness while waiting for the aircraft to gradually slow to a stop. The photographer was out of the back seat on the hot lakebed before we were fully stopped. I wasn't far behind him!

Quickly moving to the rear of the aircraft I expected to see that the aft portion of the fuselage would be severely scorched. It wasn't until I walked behind the tail and looked back at the tailpipe that I could see what had been happening. One of the afterburner nozzle guides support arm had failed allowing the section to drop down directly into the full flow of after-burning fuel and directed it straight up into the horizontal stabilizer. The fire burned through the titanium upper engine housing and then burned the rudder and inside of the vertical stabilizer. This housed the actuators for the rudder and stabilator. Both actuators were melted, as were the hydraulic lines to them. It was unbelievable that the aircraft was controllable until touchdown although it was assumed that the controls were frozen in the landing attitude before we landed. It took 10 minutes for the crash trucks to reach us and by then we were both relaxed and ready for the cold drink of water they handed us. It turned out that the "Fire Warning Harness" did not reach the area where the fire occurred and therefore it was believed that the light never illuminated. You couldn't prove it by me but it wouldn't have changed the way I responded to the situation once I was made aware that we were on FIRE! Yes the Northrop photographer did fly with me again. In fact we flew together on a number of subsequent flights. I was always happy to have him with me.

F.A.S.T. *stuff*

As a result of the F.A.S.T. side meeting that took place during the NWOC in February, some changes in procedures have resulted. Previously, the Stonich's of NATA were keeping the formation records for the VAC and issuing the cards. Effective immediately, Col Earl Walsh, one of our two F.A.S.T. reps, has volunteered to keep the records and issue the cards. Basically, you need to fill out a formation sheet and turn it in (or insure the flight lead does so - you do trust him, don't you?). Any formation flight within the past 12 months will make you legal for another year. If you want a flight lead card, than you must lead the flight. Expect more on this subject in forthcoming issues as time and space permit.

You may reach Earl at:

14231 Bay Dr.
(941) 590-9885

Fort Myers, FL 33919-6139
55trojan@msn.com

Public Relations - Bud Evans

One more time we have had a super Commander and Chairman of the TICO Warbird Air show!! Lloyd has been the driving force that has gotten the motivated volunteers to pull together the extremely tough job of putting together our annual Air Show. Mike McCann has done his usual outstanding job of getting the flying portion of the show on track so the Ralph (Air Boss) Royce could perform his control of the complicated flying routines. He makes a very difficult job look easy. The ladies who jumped in when our main stay in the office, Alice Iacuzzo, had an unexpected emergency operation and was unable to return in time for the show. (We all wish her a speedy recovery and expect to see her back in the office soon). Ann James and Bob James really deserve special kudos, as they have both been there to do whatever had to be done and have done this for years. (Bob flew the PT-17 the day before the show and flew copilot in the Memphis Belle B-17 both days of the show). In addition he supervised the maintenance effort along with anything else that was asked of him. Ann did everything she saw needed to be done in addition to providing the pilot and volunteer tents with outstanding lunches. I don't know all of the things she did but I know there was a lot.

Security, finance fueling, parking, Historians, flight line ticket and parking volunteers, V.I.P. chalet, gate ticket takers and so many other volunteer jobs were conducted like any professional group would have done their jobs. There were too many of you to individually recognize your efforts so please understand that the success of the show was a direct credit to you ALL. It goes without saying; the pilots performed flawlessly to thrill the crowd time and time again by their professional display of flying skill, which kept the record crowds in awe both days. We must mentioned Mother Nature who provided perfect Air Show Weather for both days. All in all the show and you who made it happen was a huge success. Let's do it again next year. (After you recover from this one). Bob Frazier, Frank Pound with others helping organized the auction for Kevin Quinlin who returned to squeeze all of the money he could out of the jolly Saturday night dinner crowd at the hangar. It was good have him back doing one of the things he does best and it made our auction a profitable one. Steve Zatroch came through once again with a terrific Air Show Program and he should have some great pictures of the show to present in the next *UnScramble*.

TICO BELLE REPAIR FUND

The 29 February 2004 remaining balance of the FUND is \$5,685. The increase in total donations as of the same date is \$65,512. The significant increase in both of these numbers is primarily due to those that made memorial donations in memory of JUNE KERWIN. Come the morning opening of the Air Show on 13 March, June's long time presence on the Flight Line taking tickets was noticeably missed.

-Bob Frazier

Yesterday's Battles - Jeff James

World War Two - The Lone Queen of the North

April 1944-The German battleship Tirpitz, also known as the "lone queen of the north," led a long and largely uneventful career during World War Two. Her sister-ship, the infamous Bismarck, went down with guns blazing in a classic engagement between capital ships in May 1941. After the loss of the Bismarck, Hitler became overly cautious with his capital ships. As a result, the Tirpitz spent most of the war lurking in the fjords of Norway, tying down major units of the British fleet with her mere presence. The Tirpitz also posed a tremendous threat to the allied supply convoys to northern Russia, so the British made every attempt to destroy her.

The British Navy was compelled to keep at least one aircraft carrier and one modern battleship with the home fleet in case the Tirpitz decided to sally forth from her lair. As a result, the British Navy was limited in the forces they could commit to the Mediterranean, and especially to the Far East for the war against Japan. The destruction of the Tirpitz would be of major importance to the allies. Even when she did not come out to fight, she could cause great destruction. During the summer of 1942, allied convoy PQ-17 was bound for northern Russia with thirty-five supply ships and a heavy naval escort. A report that the Tirpitz was approaching caused the British to order the convoy to scatter and proceed to Russia independently. The result was disaster. Twenty-four of the thirty-five ships were sunk, resulting in the loss of 3,350 motor vehicles, 430 tanks and 210 bombers (www.uboat.net) The Russians refused to believe the losses had been so heavy and hinted that the allies were lying about how much aid they were actually sending! Ironically, the Tirpitz did not sink any of these ships. All the victims were picked off by U-boats and by Luftwaffe bombers. The Tirpitz had merely shifted from one Norwegian fjord to another.

On April 3rd, 1944 the Tirpitz was anchored in Altafjord in northern Norway, undergoing repairs after an attack by British midget submarines in September 1943. The Germans were caught completely by surprise, as 122



Barracuda dive-bomber

Yesterday's Battles - Jeff James - cont.

Royal Navy aircraft from six carriers swept in over the fjord. Forty-two Barracuda dive-bombers plunged from the skies and battered the Tirpitz with fifteen direct hits. The bombers were escorted by eighty fighters, which included Wildcats, Hellcats and Seafires (carrier based version of the Supermarine Spitfire). Only three British aircraft were lost, while the Tirpitz was heavily damaged and 300 of her crew were killed. The damage was too severe to repair at remote Altafjord so the Tirpitz was towed south to Tromso.

By this time, Germany's shortages of manpower and material were growing desperate, so the decision was made not to repair the Tirpitz. Instead she was anchored near Tromso as a floating defense platform. The British continued their attacks, this time employing Avro Lancasters armed with special 12,000-pound "Tallboy" bombs. The crippled Tirpitz finally sank on November 12th, 1944. Her demise was yet another example of the battleship's nearing obsolescence, as well as the rapidly growing strength and effectiveness of air power.



British Avro 'Lancaster' bomber

Flight Line Maintenance Crew

I would like to thank our Commander/Air Show Chairman for a job well done.

Thanks to our crew Frank Fleck, Tom Phillips, Paul Blau, Ben DuBois, Dennis Pearson, and John Croninger for all their time working on the flight line during the two to three days of the airshow. I think we had another good year with no accidents or injuries. Hope for the same next year.

In case no one else says thank you to Colette and Allison from the Airport Authority, we will! Thanks for all your help, it is appreciated.

I think we should also include Lester Badger and Tom McLeod for all their help prior to, and after the airshow on "Clean Up Monday".

- Serge English



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A trooper in Afghanistan took this attached shot. Pilot is Larry Murphy, PA National Guard. Larry is a Keystone Helicopter Corp. EMS Pilot employee called to active duty. I must state that this is a “unique” landing operation. I understand that this particular military operation was to round up suspects.

We have some super reservists and National Guard folks out there in addition to our volunteer troops. God bless them all.

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