



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 5

May 2004

*The "Wings of Gold"
Show Their Stuff*

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And More....



The "Tico Belle" Standing Tall Again



Scott Groh's Immaculate T-6



CALENDAR OF EVENTS

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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

MAY 11, 2004

12:00 NOON

VAC BOARD ROOM

JUNE 8, 2004

12:00 NOON

VAC BOARD ROOM

TICO 2004 Debrief Luncheon Saturday, May 15, Noon Main Hanger

Our Commander and Airshow Chairman, Lloyd Morris, requests the presence of all members who had a hand in this year's show or who just want to see old friends again to join us for a debriefing luncheon. The VAC will provide meat and rolls. Please bring a covered dish or a dessert. We are interested in your ideas and input. Pilots, feel free to fly over for the day for lunch!

UPCOMING AIRSHOWS OF INTEREST TO THE MEMBERS:

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.slcwingsandwheels.com

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

July 27 - August 2, 2004: EAA Airventure Oshkosh. www.airventure.org

November 13 - 14, 2004: Lake City Air Show. Lake City Municipal Airport, Lake City, FL Judge Douglas E. Vernon (386) 758-1010. douglas.vernon@jud3.flcourts.org

November 13 - 14, 2004: Celebrate Freedom 2004. Woodward Field, Camden, SC. Mr. Phillip L Catham (803) 530-8687. csloll@aol.com

Operations - Mike McCann

From my vantage point, TICO 2004 is officially put to bed. I spent last week chasing down a few pilots for fuel inputs so I could finish my reimbursement records. This past Thursday the checks were cut by Pieter Lenie, signed by Lloyd Morris, stuffed (along with a thank you letter and airshow patch), and put in the mail.



While the final accounting is still many months away (as receivables trickle in and the odd bill shows up from here and there), the show can be considered a financial success. Near perfect weather and excellent crowds saw to this. I am happy to report the VAC reimbursed a record amount to all participating warbird pilots. In a nutshell, all pilots received reimbursement for all show fuel *and* enroute fuel claimed; no matter from what distance traveled. This includes several thirsty aircraft from as far away as New York and Illinois. We traditionally put a cap on the enroute fuel reimbursement scheme, as this is by far and away the most expensive area of this show. By announcing this policy upfront, we attempt to spread some of the risk of a poor financial result among all participating members. I think we all realize how devastating a bad weather weekend can be. And also realize that our show is different from most others in several important aspects; one of which being that our exposure is essentially "open-ended." Being a member show, rather than an invitational, means that we exercise very little control over who flies in what from where. Without some sort of limitations on the fuel policy, we could be left with either a very large financial overexposure or some sore feelings on the part of some of our members.

However, when the money is there, as it was this year, I (and a majority of my fellow Directors) feel it important that our member pilots be reimbursed fully for their out of pocket fuel expenses. Some interesting statistics from the 2004 show: Total monies disbursed were \$22,081. It can be broken down as follows: \$12,248 for enroute fuel, \$5,286 for show fuel, and \$3,834 for hotels. I realize that this comes nowhere near the total cost of operating these expensive machines, but it is the best we can do. This compares favorably to \$17,938 in 2003 (fuel was cheaper, but weather kept a great many of you grounded).

Operations - Mike McCann - cont.

I would like to acknowledge the generous contributions from Bob Tullius and Dennis Kranz, who graciously declined to accept any fuel or hotel reimbursement. I think everyone is accounted for, but if there are any omissions or errors, please let me know and I will correct it.

I made the faithful sojourn over to Sun-N-Fun in Lakeland for 2 1/2 days, and for once got in the right line. I missed all the bad weather in the early part of the week, and got way too much sun Friday, Saturday, and Sunday. I saw many familiar faces there, and it was great to get reacquainted again. Ashamedly, it felt rather nice to be on the spectating end and not on the operating end for a change.

- As a fighter pilot only two bad things can happen to you and one of them will:

- a) One day you will walk out to the aircraft knowing that it is your last flight in a fighter.
- b) One day you will walk out to the airplane not knowing that it is your last flight in a fighter.

Colonel Robert Morgan Seriously Injured

Colonel Bob Morgan, captain of the B-17 Flying Fortress *Memphis Belle* and special guest of the VAC at TICO 2004, broke his neck when he fell last week at a North Carolina airport. Though not paralyzed, Morgan is in the intensive care unit at Mission Hospital in Asheville, North Carolina as he begins the six-month recuperation process. Though he cannot receive flowers, cards may be sent to: Colonel Robert Morgan, 175 Lake Shore Drive, Asheville, North Carolina 28804.



Maintenance - Bob James

C-47 - The sheet metal work on the C-47 is close to 80% complete. The remaining sheet metal work consists of making a final stress panel that covers one of the fuel tanks and engine nacelle work on both the left and right sides. Robert Bial, president of Professional Aircraft Accessories (located on TICO) has offered to overhaul all four main gear shock struts if the VAC can provide adequate documentation. I have sent him what we have and am awaiting word back from him. I am hoping that the sheet metal work will be completed sometime this summer.

All four fuel tanks have been reinstalled with minor safety wirework on the two right tanks remaining to complete the work.

While we are working on raising the funds required for a set of engines the horizontal stabilizer and wings can be installed. This would allow the flight controls to be rigged. Once that is accomplished we will be holding for engines.

Here is a rough estimate of our major "needs" to get the "Belle" back into airworthy condition.

Two P&W R-1830-92 engines (overhauled)	\$70K
Two sets of wheels, brakes & tires	\$10K
Two sets of overhauled engine accessories	\$8K
One engine mount and eight motor mounts	\$2K

We have come a long way and yet have some final hurdles to overcome.

The task has not been easy however the work to date has been accomplished with great enthusiasm and perseverance. My thanks to all our volunteers and contributors that have brought us to this point in the repair/restoration cycle. It continually amazes and delights me to see the steady progress that the repair group has made in the last two plus years. Please remember that we still offer some donation incentives (shirts, jackets, etc) for donations of various levels. Contact Bob Frazier or myself for details.

TBM - The TBM has been moved into the repair/restoration hanger and work on the bomb bay is continuing. I hosted two members of the Deland (FL) Naval Air Station Museum (Jack Fortes and Brian Meddaugh) recently as they have acquired a TBF-1 from the Pensacola Naval Air Museum and are starting into the restoration process.

UVTA - The installation of the new fuel boost pump is going slowly due to parts and other conflicts with space available and volunteer workers time constraints.

Personnel - Alice Iacuzzo

I'd like to once again thank the Members of the Banana River Squadron (Association of Naval Aviation) for obtaining volunteers for the beer tents. Thanks to Ray Chamberlain and all the other members of the ANA for making this a yearly event for the ANA and the Valiant Air Command Airshow. I made tentative arrangements with Ray before I left and he carried through. The Local Budweiser Company has been very generous to the VAC by providing the trucks, manpower and setups during the show. They have supplied beer for our events and a generous financial contribution for the past 16 years. To Gary Clark and Nancy Hampton, Dorothy Fisher, we thank you for the years of running the (Jay Schenk's Beer Tent), although the Beck's Beer was not there this year perhaps we will get them back next year.

If you wonder why we have so many Navy aircraft in the museum, It is through our local ANA, Banana River Squadron that helped facilitate our involvement with the Pensacola Museum and once again I would like to thank Capt. Seb Haller Ret. and Capt. Ray Chamberlain Ret. for putting in those good words when we needed them.

I missed one of the members that who was a big help in the office during the airshow so thanks to Shirley Kuttesch for taking care of the phone calls. I know it can be maddening to keep the phones going, especially a week before the show.

Our snowbirds will be leaving us in the near future. Earle Compton left this week for Pennsylvania. Earle has been working with me for over eight years using our antique computers to keep track of donations and organizing the library. This year when we finished having the shelves put in, Earle was able to place all the books in order. He is now cataloging the books and magazines in our possession, using the Library of Congress method. As the years go by our Library has taken on a professional look, thanks to the dedication of Earle. Don Hussey has worked for years organizing the vast amount of picture we have. I was told that James Bond will be our next volunteer to organize our manuals (no easy job). These "Snowbirds" have been a dedicated group of people and we look forward to the day they arrive for the winter.

Hal Larkin tells me they are working on the (miniature) aircraft for children that I obtained through e-mails. They are putting a lot of imagination into it. I am looking forward to seeing it when they are finished. A gentleman made it for his son and was looking for a good place to give it a home...what better place than the VAC museum. The visiting children will enjoy it.

The museum can always use donations. It's amazing what we can do with them. Your donations are tax deductible, so remember before you get rid of something think about the museum.

Welcome Colonels

NEW MEMBERS

Ronald	Best	Cocoa, FL
Thomas & Joyce	Blais	Titusville, FL
Al	Crews	Satellite Beach, FL
George & Kay	Goldstein	Elba, AL
Kandice	Kaufman	Cocoa, FL
David & Gretchen	McGaffic	Rockledge, FL
Kenneth	Morgan	Cape Canaveral, FL
Kent	Nelson	Orlando, FL
Tim & Regan	Plunkett	Port Orange, FL
Tom & Javan	Rench	Copley, OH
John & Linda	Sekula	Cocoa, FL
Ronald & Nancy	Streicher	Clearwater, FL
William & JoAnn	Thorup	Ocala, FL
Michael & Julie	Wallace	Melbourne, FL

RENEWING MEMBERS

Scott	Ackerman	Grover, SC
Robert & Carol	Addington	Cocoa Beach, FL
Eric & Betty Ann	Anderson	Titusville, FL
Tom	Anderson	Titusville, FL
Tom	Barron	Mobile, AL
Herm & Cindy	Bayerdorffer	Gulford, ME
Sam	Beddingfield	Titusville, FL
Lee & Suzanne	Bertman	Vero Beach, FL
John & Julie	Black	Cocoa Beach, FL
James	Bond	Richmond Hill, NY
Kent	Bosworth	Charleston, SC
Robert	Brady	Boca Raton, FL
Wayne & Bridgett	Bray	Astor, FL
Jim & Barbara	Brown	New Smyrna Bch, FL
Dennis	Callahan	Ponte Vedra Bch, FL
Tom & Catherine	Casey	Sarasota, FL
John & Denise	Chroniger	Lakeland, FL
Gary & Nancy	Clark	Cocoa, FL
Sam & Diane	Daniele	Merritt Island, FL
Rich & Irina	Davis	Miami Beach, FL
George	Doris	Cocoa Beach, FL
Edward & Mary	Dorrell	Jacksonville, FL
Richard & Nancy	Ellison	Kewadin, MI
Jeff & Sheryl	Fazan	Jacksonville, FL
Mitchell & Kathy	Floyd	Oviedo, FL
Robert & Diane	Frazier	N. Palm Beach, FL
C.J.	Frommeyer	Rockledge, FL
Dave	Garber	Lady Lake, FL
Norman	Genkinger	Casselberry, FL
Edward & Pat	Giannone	Port Orange, FL
Steven	Grant	Indialantic, FL
Tony & Linda	Gulla	Cumming, GA
Kevin & Linda	Hanrahan	Groton, CT
Walt & Lynne	Harris	Port St. Lucie, FL
Jack	Healan	Amelia Island, FL
Bomber	Herb	Venice, FL
Felix & Linda	Hernandez	Miami, FL
Rich & Lachelle	Herron	Titusville, FL
Ray	Hickman	Cocoa, FL
Donald	Hill	Ford City, PA
Dick & Anne	Hofbauer	Daytona Beach, FL
Doug & Darcy	Hogue	Rockledge, FL

Wilbur	Holmes	Mossy Head, FL
Daniel	Holt	Orlando, FL
Rick	Horner	Titusville, FL
Ray	Huff	White Post, VA
Jerry & Mitchell	Hughes	Millington, TN
Bud	Iles	St. Augustine, FL
Robert	Keith	Titusville, FL
Peter	Klug	Merritt Island, FL
Dave & Laurie	Knepper	Merritt Island, FL
Jim & Antonia	Kobylnski	Cocoa, FL
Arthur	Lapham	Cape Canaveral, FL
Michael & Patrick	LeBlanc	Titusville, FL
Lonnie	Leazer	Port St. John, FL
Cecil & Jeannie	Lee	Alma, GA
Robert	Libengood	Tampa, FL
Wallace & Esther	Little	Titusville, FL
Alice	Lombardi	Orlando, FL
Bill	Lumley	Delray Beach, FL
Rodger & Jean	Lyons	Titusville, FL
Walter	McGlynn	Palm City, FL
Jessica & Donnie	Meyer	Titusville, FL
Jack & Diane	Millard	Ocala, FL
Andrew	Montague	Orange Park, FL
Robert	Murphy	Fernandina, FL
Jay & Gail	Nichols	Lake Worth, FL
Richard	Nichols	Lantana, FL
Gary & Carole	Norville	New Smyrna Bch, FL
Paul & Rosalie	Odom	Johnson City, TN
Randy	Patterson	Palm Coast, FL
James & Jean	Percy	Titusville, FL
Marie	Permenova	Miami Beach, FL
Art	Perry	Ormond Beach, FL
Pat & Barbara	Phillips	Apopka, FL
Gary & Carol	Powers	Titusville, FL
Art	Pylar	Orlando, FL
Samuel & Yani	Randolph	Melbourne, FL
Ray & Michelle	Roberts	Rockledge, FL
Edward	Rodig	Audobon, NJ
Orlando & Maria	Rueda	Bogata, Colombia
Richard	Russell	Daytona Beach, FL
Thomas & Bobbie Jo	Scamfer	Cocoa, FL
Michael	Schloss	New York, NY
Ron & Marion	Schwenn	Placerville, CA
Dennis & Sharon	Sherman	N. Palm Beach, FL
Richard & Anne	Sherman	Marco Island, FL
David & Vickie	Shumate	Indialantic, FL
Roland	Silen	Titusville, FL
Gary & Lois	Solkovits	Pompano Beach, FL
Morris & Sara	Strauss	Scotia, NY
Gaylord & Bernice	Thoman	Port Orange, FL
Alice	Trescott	Daytona Beach, FL
James & Kathleen	Tulley	Titusville, FL
Cyrillo & Alexandra	Vergara	Rockledge, FL
Bill & Terri	Vrastil	Pembroke Pines, FL
Walter	Wagner	Titusville, FL
David & Denise	Wall	Ocala, FL
Earl & Kathleen	Walsh	Ft. Myers, FL
Bob	Wavra	Indian Harbor Bch FL
Steven & Shirley	Zatroch	Cocoa Beach, FL

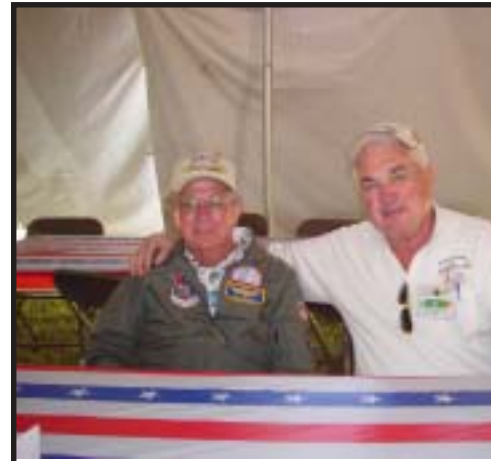
If you have a list of members that worked during the airshow, please send it to me by e-mail or regular mail. Hope to see you all on the 15th of May to celebrate the Airshow.

More Selected Images



Maintenance Officer Bob James enjoying some right seat time in the B-17 "Memphis Belle"

Bob James



Long-time warbird pilot and Warbirds of America Director Jerry Walbrun (right) and new driver Bill Dorris. Both hail from Leeward Air Ranch



Jeff Michael down for the day in "Obsession."

Tom Smith



Tom Smith

New member Tim Plunkett with his stunning Fokker Triplane replica



Miami based Walt Orth ready to fly



Steve Zatroch and Linda Morgan having some laughs. Sam Lauff in the background is wondering what all the commotion is about.

Steve Zatroch



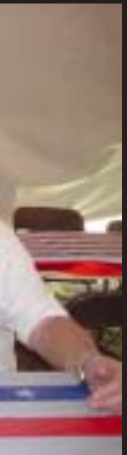
'Hak' Hickman, Mike McCann, 'Deuce' Hemphill, and Ralph Royce.

Steve Zatroch



Larry
Larry

Pages from *TICO 2004*



nd
tor
w T-6
from

Steve Zatroch



This photo taken from an old WW-II archives. Just kidding. Our very own reinactors play the part 'like it used to be.' Steve Zatroch



FedEx Captain Fred Johnson in "Miss Appropriation".

Tom Smith



dy to crank

Tom Smith



Steve Zatroch

Don McDuffie straps in another customer as Dustin Duke waits patiently.



Bud Evans and Ray Roberts unwind.

Steve Zatroch



Steve Zatroch

Sietsma and Carl Holtman.
is the sponsor of the F-8.



And a good time was had by all....

Steve Zatroch

Aviating with Bud Evans

During 1959-1962 I was involved in the flight-testing of the F-104G. The "G" model differed in a number of ways from the USAF's "A", "B", "C", and "D" models. It had a larger vertical stabilizer and rudder, more thrust and a highly sophisticated weapons/avionics system. It was one of the first fighter aircraft to incorporate the "Inertial Navigation System" built by the Litton Corporation. Its gyro platform controlled the input of data to all of the weapons, navigation and flight attitude instruments. A few months ago I wrote about the exciting few seconds I spent at Mach-II when a Sidewinder missile motor ignited and hung-up on the launch rail on my right wingtip. All in all the flight-testing of the "G" model by the Joint Test Force, over which I had operational control, went very smoothly. There were two German, two RCAF, two USAF, one each Belgium, Dutch and Italian test pilots assigned to the Category "II" test program at Edwards A.F. Base. As it was such a sophisticated high performance piece of machinery it is remarkable that we completed the more than a year of dedicated testing without any major incidents or any accidents. This didn't hold true once the aircraft became operational in Europe. The Dutch, Belgium, Italian and Canadian Air Forces had very few accidents but the German Air Force, which had many more F-104's, had major accident problems. This was not

Aviating with Bud Evans - cont.

One of the requirements in conducting a complete military aircraft test program is to subject the aircraft to extreme cold and heat. This is done in a special climatic test hangar at Eglin AFB, Florida. I was scheduled to deliver our climatic test F-104G to Eglin, pick up a T-38 that had just completed its climatic tests and fly it back to Edwards AFB. My stop in route was at Amarillo Air Force Base and after landing I was greeted by a TV Newsmen who had been a fighter pilot in Europe during WW-II. They made quite a news story about the aircraft bearing the insignia of the "Iron Cross" flying over Texas when he had fought so hard in WW-II to make sure that never happened. The next morning I delivered the F-104 to the Hangar at Eglin and waited for several hours while our Edwards T-38 mechanics finished putting the "Talon" back together. During those climatic tests all systems on the plane must be instrumented and it is an extensive process removing that instrumentation and making the aircraft operational again. I knew the mechanics and was well aware they were careful and precise in their work so I was just anxious to get the required "Functional Check Flight" over with and head back to my desert home.

The T-38 was about the most honest flying aircraft ever built so you can imagine my sudden concern as I rotated on take-off and found the control stick pushing against my stomach. The T-38 had all hydraulic powered controls with no manual back-up flight control system in the event it lost hydraulic power. The aircraft is a lively machine and the take-off was so rapid that I was caught by surprise when the nose continued skyward pointing towards the heavens. I tried to stop the rapid rate of climb but found the force required to keep from climbing directly vertical into a stall was appalling! Pushing forward on the control stick proved to me that I was not strong enough to return the aircraft to level flight. At any rate, I was too close to the ground to have the control forces suddenly relax and my forward pressure caused me to nose over into the ground. Fortunately the T-38 had lots of engine thrust so I used all of my strength to let it perform a very steep spiraling climb. The tower obviously did not approve of my acrobatic type maneuver but I was less concerned about their calls than I was of getting a handle on my problem and hopefully getting back on the ground (safely and still in the aircraft). I gained enough strength after the initial surprise to prevent the aircraft from reaching a stall but I can tell you it was the steepest take-off climb I have ever made. I was using all of the strength I could muster just keeping the aircraft from finding out if it had enough engine thrust to complete a loop on take-off. The 3300psi power control system taxed every muscle I could force into the effort to keep this from happening.



German Fighter

An F-104G jet fighter, destined for service with the Air Force of West Germany, stopped off at Amarillo Air Force Base for refueling Friday afternoon. The jet, marked with the familiar Maltese Cross of the Luftwaffe, is being flown on climatic test from California to Florida. Welcoming the pilot to AAFB is Maj. A. J. Katsuki, left, airframe officer. The pilot, Maj. N. C. Evans, USAF, stationed in California.

Aviating with Bud Evans -cont.

Once I had gained 1500-2000 feet of altitude, I was so weak that I roll into a 90-degree bank and let the aircraft wind into an accelerated stall. This gave me a little chance to flex my arm muscles enough to push the stick forward enough to keep the aircraft from spinning into the



T-38 'Talon' #1 over Edwards AFB

bay that was not very far below me! Once again my elbow was digging into my stomach which was causing me extreme pain as well as effecting my breathing but I was still somewhat in control of the "Talon". Rolling the aircraft from a right climbing turn to a left climbing turn gave me momentary relief and allowed me to work my way out to the Gulf of Mexico off shore from Fort Walton Beach. I had decided that if I couldn't find a way to solve the problem I was going to have to eject and didn't want to have the aircraft impact in a populated area. During these odd antics I had climbed to 12,000 feet and was 7-8 miles off shore getting momentary periods of relief by banking one direction and then banking to the other side. During those short seconds I was able to change the position of my elbow in the pit of my stomach. I tried opening the speed brakes but immediately found that it aggravated the situation, Next I lowered half flaps and this gave me a little relief and I really needed it as I was running out of strength in my right arm and left wrist (not to mention the pain in my abdomen)! I next lowered the landing gear and found that with the power reduced to almost idle I could force the nose to a level attitude. With this configuration the T-38 was descending fairly rapidly. Any addition of power caused the nose to try to pitch up into a stall. My strength was waning fast so I decided to "bite the bullet" and head back to Eglin.

By this time the tower was aware that I had some type of control problem and when I informed them that I was going to try to land, they expressed concern about my flying over the town en route to the active runway. I was busy planning my approach route so as not to fly over the town and still experimenting with how much power and

Aviating with Bud Evans -cont.

rate of descent would allow me to reach the runway at an altitude and attitude to put the beast on the ground. I began my approach from 10 miles out and 6,000 feet experimenting with the power and bank angles to keep the aircraft from pitching up into a stall and still descend towards the airfield. By this time I felt that if I could keep my strength and the perspiration out of my eyes, I would be able to maintain control during the descent. I had no clue as to how I was going to control the landing portion. The T-38 was rotating from nose up 30 degrees to 5 degrees nose down in sort of a roller coaster flight path, descending towards Eglin. The trick as I saw it, was to arrive over the runway with the aircraft descending and relax enough pressure on the stick to allow the, nose to rotate into the landing attitude and adjust power quickly enough to reach a stall just above the ground. I had another thought just before reaching the runway. The timing had to be exact or I would find myself 50 to 100 feet above the runway in a stall, out of airspeed and ideas. My Guardian Angel came through again and the "Talon" and I touched down just as the nose rotated past the level position and through some miracle we were safely back on terra firma. The ground crew found that the trim motor had stuck in the full "nose up" position. This moved the hydraulic positioned stabilator to the full nose up trim position and I was fighting the against the 3300 psi hydraulic flight controls system trying to move it towards the nose level position. Whatever the cause, it was another one of those unexpected events that makes you glad you paid attention to all of the other previous unexpected events in flight testing that keep pilots alive. After a few cool ones at the club bar, a steak dinner and a good nights sleep I completed the trip back to Edwards AFB the following day without incident.



F-104 in Eglin's climactic hangar.

The Marianas Turkey Shoot

May 1944 - After Japan's huge losses of carrier aircraft during the battle for Guadalcanal, they were forced to withdraw their carriers from service while new aircrews were trained. As a result, there were no carrier vs. carrier battles in 1943. By mid 1944 the Japanese were ready, or so they thought, to again challenge the United States Navy. They were badly mistaken.

The Japanese fleet gathered in the Sulu Archipelago, near the Philippines, on May 16th, 1944. Many ships, including the massive 72,000-ton battleships Yamato and Musashi were ordered to the south to counter General Douglas MacArthur's offensive in New Guinea. This order was countermanded when American forces landed on the island of Saipan, roughly 1,500 miles south of Tokyo. The bulk of the Japanese Combined Fleet then sailed to attack this new threat.

The odds were decidedly against them, even when land based planes from Guam, Tinian and Saipan were included in the equation. The American Navy outnumbered the Japanese fifteen to nine in aircraft carriers and 891 to 430 in carrier-based planes. The land based planes were a virtual non-factor in the battle, as U.S. bombers cratered their runways and swarming F6F Hellcats quickly destroyed the few that made it into the air.

Photo # 80-G-704702 Japanese battleship Yamato running trials, 1941



The naval battle began on June 19th, 1944 and the Japanese fared poorly. American submarines torpedoed and sank two Japanese aircraft carriers. One was the veteran Shokaku, which had fought in battles from Pearl Harbor to the Ceylon to the Coral Sea. The other was the brand new 30,000-ton Taiho. The Japanese launched four attack waves totaling 373 aircraft. They shot down 18 U.S. fighters and damaged the carrier Bunker Hill and the battleship South Dakota, but lost almost 250 planes in



the process. On the following day the Americans launched a counter strike from extreme range. The carrier Hiyo was sunk along with three tankers. At the end of the battle the Japanese had only thirty-five serviceable planes on their six surviving carriers. The navy pilots shot down so many Japanese planes that the battle was soon nicknamed the "Marianas Turkey Shoot" (Saipan and Tinian are part of a group of islands called the Marianas). The returning American aircraft battled fuel starvation and darkness on the way back to the fleet.

In a risky move that greatly endeared him to the pilots, Admiral Mark Mitscher ordered every light in the fleet turned on, regardless of the danger from enemy submarines. Untold numbers of American aviators that would have otherwise perished were able to land on the brightly illuminated flattops or ditch close enough to be picked up by escorting destroyers.

With the Combined Fleet defeated, the Japanese garrisons were doomed. The island of Saipan fell on July 9th, Tinian on August 1st and Guam on August 10th. Construction began immediately on airfields for the new Boeing B-29 Superfortress, which would open the heart of Japan to massive air bombardment. The war in the Pacific was about to enter its final, most deadly phase.

We Gotta Get Rid of Turbines, They are Ruining Aviation

We need to go back to big round engines.

Anybody can start a turbine, you just need to move a switch from "OFF" to "START," and then remember to move it back to "ON" after a while. My PC is harder to start.

Cranking a round engine requires skill, finesse and style. On some planes, the pilots are not even allowed to do it.

Turbines start by whining for a while, then give a small lady-like poot and start whining louder.

Round engines give a satisfying rattle-rattle, click-click BANG, more rattles, another BANG, a big macho fart or two, more clicks, a lot of smoke and finally a serious low pitched roar.

We like that. It's a guy thing.

When you start a round engine, your mind is engaged and you can concentrate on the flight ahead. Starting a turbine is like flicking on a ceiling fan: Useful, but hardly exciting.

Turbines don't break often enough, leading to aircrew boredom, complacency and inattention.

A round engine at speed looks and sounds like it's going to blow at any minute.

This helps concentrate the mind.

Turbines don't have enough control levers to keep a pilot's attention. There's nothing to fiddle with during the flight.

Turbines smell like a Boy Scout camp full of Coleman lanterns.

Round engines, in the morning at NKP, smell like God intended flying machines to smell.

Ah the good ole rubber band days !!!!!

Like what you see here?
It looks even better in color. Color is way too expensive to print and mail, but you can download this issue in color for free. It's easy. Just go to www.vacwarbirds.org. You can download this and other issues in Adobe PDF. You will need Adobe Acrobat, which is available free from www.adobe.com.

Procurement - Bob Frazier

AIR SHOW - Having missed the last issue and the Show comments I want to advise that the Flight Line (ticket sales) and the Auction did very well. The net was an increase over the last couple of years. But in particular I want to THANK those that supported these efforts.

For the Flight Line that includes V. Wolf, G. Wolf, J. Kirk, D. Frazier, D. Barker, T. Clayton, N. Davis, and S. Davis.

For the Auction that includes D. Hussey, A. Brooks, F. Fleck, L. Lafond, K. Quinlin, C. Hedden, G. Felty and G. Damoff.

TA-4 SKYHAWK - As mentioned last month the TA-4 was moved from Mayport, Florida to the VAC. It has sat on the ground since then but now that the Airshow is out of the way the Grumman Gremlins will start to reassemble it.

V-1710 - We have just received a pristine Allison V-1710 12-cylinder display engine. It is also mounted on the same type stand as used by the U.S. Army in WW-II. The engine was built from restored parts, painted, transported and donated to the VAC by Lou Whittington. This is the engine that was used in the P-40, P-38 and early P-51's. You've got to SEE this one. Thanks Lou.

F-5E (SSBD) - The U.S. Navy has offered the VAC the loan of a one-of-a-kind experimental aircraft known as the Shaped Sonic Boom Demonstrator, hence SSBD. It is a basic F-5E Freedom Fighter that has had the shape of the fuselage and wings modified to determine which shapes will lower the ground effects of the supersonic boom. The aircraft should be delivered in the next 30 days.

U.S. ARMY - The Automotive and Armament Command inspection team visited the VAC this month. Their mission was to inspect our Museum's organization structure and Memorabilia record keeping. If the Army agrees that we meet their standards we will become an accredited Army Museum and thereby be able to obtain USA equipment. Thanks to Earl Compton and Frank Pound for their help.

GRANT - I have prepared and just submitted a more detail proposal application to the USG Institute of Museum and Library Services for an award of \$4,160. The grant is to be used for inspection and review by a professional curator. I will have one from the National Air and Space Museum. The award will be under the Competitive Assessment Program for Museums.

BOOKS - A donation of some aircraft and Warbird related books has been received from K. Doof of Palm Beach Gardens. I picked up some 25 brand new books from her father's collection. We will follow-up on this offer.



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Phone: 321-268-1941
 FAX: 321-269-5969
 Email: vacinformation@aol.com

2 1/2 hours north of Los Angeles.

In regard to the above flag:

Between the field where the flag is planted there are 9+ miles of flower fields that go all the way to the ocean. The flowers are grown by seed companies. It's a beautiful place close to Vandenberg AFB. Check out the dimensions of the flag.

The 2002 Floral Flag is 740 feet long and 390 feet wide and maintains the proper Flag dimensions as described in Executive Order #10834. This Flag is 6.65 acres and is the first Floral Flag to be planted with 5 pointed Stars comprised of White Larkspur. Each Star is 24 feet in diameter; Each Stripe is 30 feet wide. This Flag is estimated to contain more than 400,000 Larkspur plants with 4-5 flower stems each for a total of more than 2 million flowers. You can drive by this flag on V Street south of Ocean Ave. in Lompoc, CA.

Aerial photo courtesy of Bill Morson Soldiers' Prayer

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