



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 7

July 2004

AOPA Acts to Protect Titusville, Florida Airport

AOPA and the State of Florida are tackling a threat to Titusville's Space Coast Regional Airport (TIX). The city council last week approved a zoning variance that would allow a school to locate immediately adjacent to the airport property. That's a violation of state law and common sense.

"If ever there were an 'incompatible use,' this is it," said Bill Dunn, AOPA vice president of Airports. "You don't put school children next to a busy training airport. We urge the city council to reverse their decision."

Florida statutes require that cities zone to protect the land around airports from incompatible use such as high-density housing or schools.

But the city council was confronted with an emotional issue. A private "charter" school had lost its lease in downtown Titusville. The school found a vacant industrial building they thought they could convert into classrooms. Only problem, that building was next to the airport in an area zoned for light industrial use. The school asked, and received, a zoning change.

"We believe strongly that locating a school this close to the airport is not in the best interest of the school's students or the airport," Dunn wrote Titusville Mayor Ronald Swank. "Allowing the school to relocate to this industrial site would be contrary to the health, safety, and welfare needs of the public."

The State of Florida is threatening legal action.



Meet the VAC's newest member. Vanessa Clark, granddaughter of Gary and Nancy Clark of Cocoa



Inside This Issue

Directors Reports.....	3
Upcoming Airshows	3
Gone West.....	5
Saga of the C-123.....	6
Aviating with Evans...	8
TICO 2004 Pics.....	11

C-47 TICO BELLE REPAIR FUND

The May 31, 2004 balance of the fund is \$ 3,133 while the total of all donations from the beginning is \$ 69,662. Donations during the May period were from a member and the museum donation jugs. The next big hurdle is funds for engines. We have located some good low time used engines at a reasonable price and it is time to take advantage of these. Any additional donations that can be made for the engines would be appreciated.

BOB FRAZIER



CALENDAR OF EVENTS

Valiant Air Command

6600 Tico Road, Titusville, FL 32780-8009

Tel (321) 268-1941 Fax (321) 268-5969
vacinformation@aol.com www.vacwarbirds.org

EXECUTIVE STAFF

COMMANDER	Lloyd Morris (386) 423-9304
EXECUTIVE OFFICER	Harold Larkin (321) 453-4072
OPERATIONS OFFICER <i>mikewizmcc@aol.com</i>	Mike McCann (321) 751-4494
MAINTENANCE OFFICER <i>stinsonj@brevard.net</i>	Bob James (321) 453-6995
FINANCE OFFICER	Pieter Lenie (321) 727-3944
PERSONNEL OFFICER <i>vacinformation@aol.com</i>	Alice Iacuzzo (321) 799-4040
TRANSP/FACILITY OFFICER	Bob Stewart (321) 636-4251
PROCUREMENT OFFICER <i>aircraftrhf@aol.com</i> Tel & Fax	Bob Frazier (561) 848-4549
PUBLIC RELATIONS OFFICER <i>NABUEVANS@cfl.rr.com</i>	Bud Evans (321) 984-3343
"UN-Scramble" Editor <i>flgator921@aol.com</i>	Dawn Gorrell (321) 267-2012

STATEMENT OF PURPOSE

The VALIANT AIR COMMAND was formed to perpetuate the history of aviation, to encourage gathering of men and women in camaraderie, research, and Warbird restoration, to serve as an educational tool for young and old alike, and to assure that the memory of those who gave their lives in service to their country shall not perish.

BOARD OF DIRECTORS MEETINGS

JULY 13, 2004

12:00 NOON

VAC BOARD ROOM

AUGUST 10, 2004

12:00 NOON

VAC BOARD ROOM

REMINDER: DEADLINE LOOMS FOR LOA-LOOA EXCHANGE

April 15, 2004 - Pilots in command (PIC) of U.S. and non-U.S. surplus military aircraft and certain turbine-powered experimental amateur-built/experimental exhibition aircraft have until **July 31, 2004**, to exchange their Letters of Authorization (LOA) and Letters of Operational Authority (LOOA) for airman certificates. FAA Notice No. [8700.24](#), issued in September 2003, outlines the change for airmen who operate (LOA) or provide training in (LOOA) the aforementioned aircraft. (The current listing of these aircraft is contained in the notice's Appendix 1 and 2.)

FAA says the change will better align the process of issuing ratings to fly these types of aircraft. Affected pilots should keep the following deadlines in mind:

- Airmen who currently hold a valid LOA or LOOA **have until July 31, 2005** to exchange their LOA or LOOA for an airman certificate that will be issued with the equivalent authorized aircraft listed.
- Airmen who do not exchange their LOA or LOOA **prior to July 31, 2004**, may not exercise the privileges of the LOA or LOOA after that date.
- **After July 31, 2005**, an LOA or LOOA is no longer valid and will not be reissued as an authorization on an airman certificate.

These changes will be implemented through the General Aviation and Commercial Division, AFS-800, and the National Program Manager, Vintage and Surplus Military Aircraft, J.D. Martin. (847) 294-7150, (847) 921-6370, or J.D.Martin@faa.gov.

C-47 DONATION LIST

David	MacCulley	Melbourne, FL	\$150
Donald	Riggle	Titusville, FL	\$200

Commander - Lloyd Morris

I would like to congratulate the C-47 crew headed by Bob James and the Hal Larkins Restoration Crew. Both of these crews have done a fantastic job these last several years. They are truly self-sufficient. They have been treated as a separate entity (apart from running the museum) in that they not only do excellent (hard) work but they do their own fund raising. Every part that has gone into the C-47 has been paid for with money that has been separately raised. The same is true of our Restoration Crew. They should be commended by all of us, since they help to preserve the flying history of the past. They can always use your help. If you can't help physically, any monetary help would be appreciated. You can direct your donation to the to C-47 or the Restoration Group. (Checks, Credit Card or cash).

The dates have been set for the 2005 Airshow. Lou Lafond will co-chair. Mark your calendars. Reserve your hotel rooms and plan to be there. The dates are March 11, 12,13 2005. It will be a three-day airshow.

Operations - Mike McCann

Not much new news to report this month. Our friends at Warbird Flights, Inc. have taken flight for the long, hot summer. They will be based at North Kingston, Rhode Island from July 1 to August 31 and then Blairsville, GA from September 15 to October 31. We look forward to their return in November. For those of you who may not be aware, they have added a vintage Stearman to the flight line. A fine, young gentleman by the name of Dustin Duke performs the piloting chores in that machine.

Special thanks to Gary Fritzier for loaning us his outstanding T-28 to display fore the next several months.

Congratulations to the following VAC aviators who won awards at Sun-N-Fun recently:

Preservation Award: N341GB, Beech T-34
Mentor, George Baker, New Smyrna Beach, FL

Preservation Award: N565JS, Helio Courier H-391B,
Joe Salomone, New Smyrna Beach, FL

Returning Grand Champion: N645DS, North American SNJ-5, Don Stamp, Salem, OH

It looks like the dates have been set for TICO 2005. They are March 11-13. Three days and over Bike Week.

— Ever notice that the only experts who decree that the age of the pilot is over are people who have never flown anything? Also, in spite of the intensity of their feelings that the pilot's day is over I know of no such expert who has volunteered to be a passenger in a non-piloted aircraft.

Operations - Mike McCann - cont.

UPCOMING AIRSHOWS OF INTEREST TO THE MEMBERS:

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

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

October 9 - 10, 2004: The Great Georgia Airshow. Falcon Field, Peachtree City, GA. Jerry Cobb (678) 478-4630. www.thegreatgeorgiaairshow.com

October 9 - 10, 2004: Suncoast Airfest 2004. Albert Whitted Airport, St Petersburg, FL. Steve Tolliver (813) 917-1967. mail@suncoastairfest.com.
www.suncoastairfest.com

October 16 - 17, 2004: Ft. Myers Beach Offshore Grand Prix and Airshow. Chris Moskal (941) 540-0097
www.fmbairshow.org.

October 30 - 31, 2004: NAS Jacksonville Airshow. Jacksonville, FL. Amy Cimino. (904) 542-3577.

November 6 - 7, 2004: NAS Key West Airshow. Key West, FL.

November 11 - 13, 2004: Blue Angels Homecoming Airshow. Pensacola NAS, FL. Lt Mike Hanson. (850) 452-8161.

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

November 13 - 14, 2004: Stuart Airshow. Walt McGlynn. (772) 286-1844. www.stuartairshow.com



Maintenance - Bob James

C-47 - SPECIAL SITUATION: I've located two low to medium time used engines. One has just less than 600 hours SMOH (by Precision Engines of Seattle). It includes all engine accessories including the carb, feathering pump, exhaust manifold, engine mount, cowling and propeller for \$25,000 dollars. We have a 90 day option to purchase this engine, which is an excellent price considering all the extra equipment that we can use or sell. The other has 72 hours SMOH and includes just the magnetos, mount and exhaust manifold for \$24,000 dollars. I humbly ask all of the VAC members to consider making a donation to the engine fund to allow completion of the C47 restoration project. I know that many of you have already made contributions previously however we are still in need to make the final effort successful. I believe that if we raise the money for the engines in next several months we could have the "Belle" up and flying by December 2005. We have received a \$2,500 dollar contribution made by a former board member in remembrance of the 82nd and 101st airborne units of WWII. We recently celebrated the 60th anniversary of the Normandy landing during which our C47 (s/n 2100591) flew four times on that fateful day (June 6th, 1944). In the interest of preserving this piece of history for our future generations please lend us a financial hand.

Our snowbirds have left for cooler climates and our small work force will be working at a slower pace. However, with two or three A&P's we are still making good progress. The right engine nacelle is nearly complete less final termination of the wiring in the two J-boxes. We also have to route the fire detection system wiring and mount the fire suppression tubing. The left nacelle is further behind as some stainless steel sheet has to be fabricated and installed. One of the J-boxes will be mounted on this last piece of stainless steel. The wiring to both left nacelle J-boxes has to be pulled through the wing center section from the fuselage and terminated. The isopropyl alcohol anti-ice system on the right rear interface to the fuselage has been installed and the tubing connected.

The horizontal stabilizer (bottom side) has been stripped of paint to avoid a difficult situation of doing it at a later date when it is installed (working underneath stripper is not a healthful environment). The main hydraulic valve that controls the extension of the flaps has been removed and the four floating guide bearings have been refurbished using part from 40L (the parts C47 airframe). The hydraulic valve assembly has been reinstalled

TBM - Al McQueen is leading the effort on the bomb bay with the help of two other volunteers and we hope to have the doors operational prior to the fall. He will also be correcting all the sheet metal discrepancies over the entire airframe. Bob Frazier has obtained a sizable number of TBM parts from an individual from N.J. They have made it down to Amelia Island and we hope to have them on board in a week or two. We don't have many

Maintenance - Bob James - cont

details but there are supposed to be a large box of spare parts and a ship set of control surfaces. I look forward to doing the inventory. Just like opening up a treasure chest!

UTVA - We are nearing the completion of the boost pump replacement task. All that is lacking is one hose and one adapter fitting. More parts to order up!

Personnel - Alice Iacuzzo

Snowbirds - As our snowbirds go north, there are fewer volunteers to help with the projects that the board members have taken on. As usual Bob James can use more volunteers for the C-47 as work goes on even during the hot, hot summer. Hal Larkins crew is missing a few snowbirds and he can always use more help.

Membership & Airshow Meeting - I'd like to thank Ann James, Ginger Felty and Crystal for taking care of all the details for the meeting. It was great as usual with over 50 people attending. The ladies had ham, fried chicken, and barbecue wings as the entree. Plus members brought a variety of dishes (I always enjoy these). So far members seem to enjoy the pot luck (lunch/dinners) over meeting at restaurants. If anyone has any ideas for other types of meetings or if you would like to host a meeting, let us know. We can use a committee to help out with those ideas. Would it be easier if we had the meetings on a Thursday instead of the weekend? What are your thoughts of a meeting aboard the Sterling Cruise lines out of Cape Canaveral? Bob Frazier did some investigating and perhaps we can have a meeting room on the ship. Again we need your input.

Scale P-51 - Hal Larkins crew finished the work on the P-51, and if you are four years or younger you can get in it. They have the propeller going around as the children pump on the pedal. I had my grandson visiting the museum and I couldn't get him out of it. He was having a good time.

Get Well Wishes - Get Well wishes from all of us to Diane Frazier and Joan Dorrell. Diane and Joan recently underwent surgery and are recuperating.

Museum Hangar - If you haven't been to the museum lately, the next time you visit you will see several improvements. Bob Stewart has had the roof panels replaced in the hangar. It is so bright in there now that you would think we had lights on all the time. Bob finally got panels to cover the museum windows so the sun doesn't heat up the Memorabilia Hall. It makes quite a difference. While most of the men want to volunteer to work on airplanes, it's hard to get maintenance help. I've been lucky enough to get maintenance help for Bob in the past through SECEP. They are gone now, so Bob can use some help out there. There are three buildings to take care of and that is quite a job.

Personnel - Alice Iacuzzo-cont

Get well wishes to Joan Dorrell who is now home after recent surgery and doing well.

Also Diane Frazier is still in the hospital at Palm Beach Gardens after emergency surgery. She is progressing slowly.

Both of these ladies are hard working dedicated volunteers throughout the year and particularly at the air show and we miss them.

The saddest news:

William "Billy" Frazier, son of Diane & Bob Frazier, passed away on May 26, 2004. Billy was 41 years old and has three sons. In lieu of flowers, contributions may be made to an education fund created for his sons in Billy's memory at the following bank.

Account: "Children of William Frazier Educational Fund"

Bank of America
5560 PGA Blvd.
Palm Beach Gardens, Florida 33418

- Ann James

Welcome Colonels

New Members

Garrett & Kelly	Clark Jr.	Orlando, FL
Eugene	Moriarty	Waddington, NY
Bob	Owler	Titusville, FL
Russell & Constance	Weinert	Titusville, FL

Renewing Members

Rob	Cerame	Port Orange, FL
Dave	Collier	Stuart, FL
Ernest & Linda	Daly	Hobe Sound, FL
Robert	Davis	Powder Springs, GA
Robert	Dawson	Orlando, FL
Pete	Fredsall	S. Daytona, FL
Anita & Pete	Hall	Tyerlersburg, PA
William	Harrison	Owasso, OK
Kenneth	Hissong	St. Petersburg, FL
Ervin & Joanne	Hites	Poughkeepsie, NY
J. B. & Patrick	Land	Fernandina Bch, FL
Donald M.	Lockler	Titusville, FL
Jack	Manning	West Palm Beach, FL
Thomas & Catherine	McLeod	Titusville, FL
Lawrence	New	Tulsa, OK
Forrest & Ryan	Winston	Salem, NC
Larry	Shaw	Mechanicsville, VA
Ron	Thorstad	Titusville, FL

Procurement - Bob Frazier

GALLERY of AVIATION MUSEUM — I continue to follow-up on the offer of the contents of this privately owned Museum. The family has provided us with a narrated video of the Museum's contents. We now have some cost estimates on ways to move the material and the Board has approved a budget to do it. The next step is for the family to inventory the museum and have it appraised. Mid to late summer appears to be the moving date and any volunteer help would be appreciated.

F-5E(SSBD) — The USN has pursued the disassembly of the Shaped Sonic Boom Demonstrator and the mixed services Program Directors. Best estimate for delivery is late June.

U. S. ARMY — The Tank/Automotive and Armament Command has completed the evaluation of their visit to the VAC. The additional VAC document requested has been prepared and mailed.

TBM AVENGER — Bob Murphy and an anonymous gentleman have located a considerable number of TBM assemblies and parts. They have offered to donate them to the VAC for our TBM restoration project. They should arrive by late June.

IM&LS GRANT — The Institute of Museums and Library Services has forwarded the \$4,600 grant. We have selected a Conservator from the Smithsonian Air and Space Museum to conduct the joint evaluation. Late summer is the most likely date at this time.

Florida Pilot Fly-In - October 23, 2004

Don't Miss This!

We often hear guests daydreaming out loud about how much they'd like to fly-in to **Fantasy of Flight** at the controls of their own airplane. Well, put a big red check mark next to Saturday, October 23rd on your calendars. We're currently in the planning stages for an event that will open our runways to the flying public, giving YOU the opportunity to taxi right up to the ramp and visit for the day.



The Florida Pilot Fly-In at **Fantasy of Flight** is a treat for everyone involved. This early-autumn *get together* is expected to be nothing less than the most entertaining fly-in we've ever hosted. Check back with us for details as the summer rains dry out and

the afternoon temperatures begin to fall. Rest assured, we'll be looking forward to welcoming you and yours to our field for a day of unparalleled aviation oriented fun.

Saga of the C-123 - Paul Vasconi

Editors Note - Continued from the June issue. Due to the size of this article it was presented in several series. This is the final installment.

Our spirits plummeted the next morning when we awoke to see a thick layer of fog outside. We arrived at the airport and waited.... and waited.... and waited.... ALL day long. The fog never lifted and we were unable to depart, since the instruments aboard the airplane were far from trustworthy in Instrument Conditions. We checked back into the hotel.... for another night....



Next morning, we awoke to the same conditions... we were all beginning to get a bad feeling that we would be running out of travel time again, since John had to be back at his job by Monday at the latest. And here it is Friday! The trip is going to take about 3 days, so now the pressure was on again. As we all stared at the sky, the clouds began to slowly lift, and I think that the combined willpower from the entire crew managed to push the clouds upwards. After 1PM we began to receive encouraging reports of the clouds breaking up at nearby airports and soon, we saw blue sky above us for the first time in three days. We wasted no time getting airborne, heading southeastwards as fast as the old girl would take us. (We later learned that the clouds closed up again shortly after we left, and have been that way ever since! If we had not been ready or that short break, we'd still be there!!!)

Over the next hour, we all became more and more confident of the airplane and her willingness to carry us home, as she just kept on going, the engines behaving better and better with each passing hour. This airplane was awesome. We decided to make the most of the

Saga of the C-123 - Paul Vasconi-cont.

daylight we had left, so we pressed on eastwards until we arrived at Helena Montana. The landing gear chirped down onto the runway just as the last rays of sunlight faded away behind the mountains. Capt John said that we would have to be up before the sun in the morning, so we could be in the air at first light. We were. After 4 1/2 hours of fitful sleep, we were shivering in the pre-dawn chill, doing the preflight checks, and loading the luggage in time to lift off at first light. The sun was just climbing over the horizon as we lifted off from Helena. Someday I want to go back there and see what the place looked like in daylight!

Due to weather concerns and time limitations, we had to make the painful decision to proceed on a more direct course to Titusville, rather than to go to Denver, and on to Orange Texas, where George would be able to see his wife and make some kind of peace for being out of town for their 25th Wedding Anniversary. We all took up a collection for blankets and supplies to help him during his time in the doghouse! Our second day of flight began as we threaded thru the mountain valleys of Montana and Wyoming. Breathtaking! We lost our Mode C (altitude reporting

encoder) on the transponder, which would not allow us to go near any large commercial airports. We were unable to head for Denver, where we had planned to meet John Mulvey, a friend and fellow C-123 owner, so we continued eastwards. We eventually came to the friendly little town of Goodlands, Kansas. We were the hit of the airport crowd, and of all the locals who were in the airport restaurant having lunch. We pre-ordered our meals while we serviced the airplane. By now we were getting the turn-around time on the airplane down to around 45 minutes or less. It was sheer poetry in motion. Emil, Chris and Hedtke would begin the oil replenishing, with George helping with the fueling, and doing the preflight inspections. We all pitched in, doing the required checks of all fluid levels, in the jets, the prop cont! rollers, and the main oil tanks. In less than 45 minutes the big bird was full of fuel, oil and ready to go. We stuffed our lunch down and I paid the fuel bill, and we loaded up.

The local FBO even gave each of the crew a small bag of candy, along with a big "thank you". (We'd just purchased more 100LL fuel than he sold in a couple months!)

Saga of the C-123 - Paul Vasconi- cont.

Saga of the C-123 - Paul Vasconi- cont.



With the roar of the jets at 100% power and the R-2800;s roaring at full song we lurched into the air and headed southeast. A fast moving cold front had caught up with us, which we had been trying to outrun since being near Denver. We soon got ahead of it again.

In the coming hours, the fields of hundreds and hundreds of farms drifted by under our wings . We eventually crossed the Arkansas River, and soon we were on final approach to the airport at Little Rock Arkansas. By this time George had totally bonded with the C-123, and was now talking to her with tender words! He began to call her HIS airplane, saying with certainty that he knew that she loved him too. The rest of us had also become fond of that 49 year old lady of the air, as she had plodded along without complaint for almost 2000 miles thus far.

When we awoke the next morning, we were greeted with pouring rain and low clouds. We headed for the airport and got the airplane ready for departure. We then waited. John and Bob kept a close watch on the weather, and soon, a break in the front was coming up. Once again, we made a combat departure out of there, threading our way thru the clouds, until we broke out of the weather. Soon afterwards our transponder totally gave up the ghost, and we had to be very careful to thread our way thru the airspaces of several regions. John and Bob made sure that the air traffic controllers knew who we were, and what we were doing, so as not to attract any visits from curious F-15s! The ATC people were great...all the way to Titusville, they worked us around any prohibited areas to get us home.

Then, amazingly the ground under us began to look familiar... there was Daytona, New Smyrna, and Massey

Ranch airport....and finally the runways of Spacecoast Regional Airport were below us. George fired up the jets and John/Bob brought us in for an awesome full power flyby, with a pitch up into the downwind pattern and a nice landing by Bob.

A small group of our dear friends were on hand as we taxied up to the Discovery Hangar. Marvin marshalled us in, with the same proud look as a new father seeing his child for the first time! There is a slight resemblance.... oops... sorry Marvin!

A cheer came up, as the engines clanked to a stop, after a cross country flight of nearly 3000 miles in 2 and a half days. While its no big deal for the big jet airliners.... this trip was a big step for a nearly 50 year old piece of Aviation History, especially when you remember that the airplane had not flown in nearly three years prior. I guess they really never forget how to fly!

It was an amazing trip. The last three days did a lot to make up for the stress, crisis du jour's, and seemingly never ending setbacks which kept us in Olympia much longer than we could have imagined. All in all, it was a magnificent adventure, and a chance of a lifetime.

I wish to thank my fellow Crew members, John Deakin, Bob James, George Simon, Chris Daniels, Paul Hedtke, and Emil Summers for coming together and working with professional skill and determination to get the mission done. We did it guys!

Now its time to do a debriefing, and a planning session to see where we go from here. Certainly the need to get moving on our AAF C-123 is more urgent than ever, plus we now have a second aircraft, that needs our experience and help to get her new career started. We've got lots to talk about, and we'll do that this coming Saturday. All interested parties and AAF members/volunteers are urged to attend. Say around 10AM at the Outer Marker Cafe. I plan to have more photos of the trip, and some video taken enroute as well.

Thanks to all who kept the home fires burning while we were away. I have always loved to travel, but this time I must confess to being a little homesick towards the end!

Public Relations - *Bud Evans*

Public Relations: June 04 (Re my May story)

You may not know it but I rely strictly on my own experiences and memory when writing my "Aviating With Evans" stories each month. I don't pretend to know any more than what I saw and experienced first hand. This was brought to the surface when one of our members wrote me a nice letter pointing out that I had failed to mention the F4U Corsairs of the Marine Corp when giving credit to the aircraft that played such an important part in winning the Korean part of the War in Korea. I only wrote about the aircraft I saw while flying ground support and the only Marine fighters that I actually saw were a few F9F's that moved into South Korea sometime in Sept/Oct 1950 time frame. I flew close air support for the Marines several times after they moved into Korea in August of 1950. When I got my first R & R in Japan I stayed at the Fujia Hotel where wounded officers from the Army and Marine Corp were recuperating. It was really rewarding for me when these officers, mostly Marines, found out that I was flying the Red Nosed F-80's that gave them air support they wouldn't let me buy a drink the whole week that I was there.

Mr. John Cottingham (LCDR, USN Retired) was the person who brought to my attention the fact that the Corsairs had flown close air support for the 1st Marine Provisional Brigade that entered the war in early August 1950. I appreciate the reminder that I didn't know everything that was happening in Korea at the time. I know I spent a lot of time supporting the Army and Marines during those critical days when the situation required all of our ground troops to show the great courage, which they needed to hold and defeat the North Koreans. The Army recommended me for the Distinguished Service Medal for a particularly dicey mission during which my flight destroyed 3 T-34 tanks and according to the Army, killed 200 enemy soldiers thus allowing our retreating troops to regain the critical area where the North Koreans had broken through. We had flown through extremely low clouds and rain to reach the area. According to the citation, "we allowed our troops to retake the bulge that the North Koreans had made in the Pusan Perimeter". By the time the paperwork passed through all of the Army and Air Force channels I finally received a Distinguished Flying Cross for that mission. It took 10 months to make the rounds of that confused administrative system in Korea during those, move back-move forward first 10 months of the war.

I apologize to John for neglecting the F4U's and I am certain they did an outstanding job. It is an aircraft that I would have liked to have had the opportunity to fly. It must have been a great ground support machine and I'm sure the Marines and Navy would liked to have had more of them in service during the Korean conflict.

Aviating with Bud Evans

Every now and then a special event unexpectedly happens and you want to revel a little in the after glow! That just happened to me and if you are interested in my doing a little bragging, you can read on. Several months ago I received an invitation from the Italian Government to attend the ceremony in Rome for the retirement of their F-104G fighters. I was unaware that any Air Force was still flying the "Star Fighters" but I felt honored that they would invite me to attend the ceremony. I have mentioned in past articles that I was the Chief Test Pilot on the F-104G Joint International Test Force. Fellow V.A.C. member Al Crews (Col. USAF Ret.) was the Deputy Chief Test Pilot of the joint Test Force and he also received an invitation. We were unable to get the same flights to Rome and he arrived several hours ahead of me (with his bags). I was unlucky and after traveling for 30 hours arrived late on the afternoon before the ceremony, without my bags. I was pleasantly surprised to see 17 former German Air Force F-104 pilots and the Italian Test Pilot from the Joint Test Force all waiting for me in the lobby. There was a scheduled dinner and after a quick shower and shave I put on my same clothes and off we went to a large Italian dinner with a larger selection of Italian wines. I got to bed about mid-night and was up at 0600. When I joined the group in the lobby for what was scheduled as an Italian Air Force bus ride to the airfield I was ushered into an Alpha Romeo along with the 2 Retired German Generals: Heinz Birkenbeil and Guenther Rall. Heinz had worked for me on the Category-I and II flight test programs and was the Operations Director of the Category III in Germany. General Rall had been the overall Test Director for the German Air Force and had eventually been Chief of Staff of the German Air Force. (Not to mention the fact that he is the worlds' leading living Fighter Ace).

We were rushed out to an Air Base and flown to the airport where the ceremony and 8 hour continuous international air show was to take place. We were assigned 2 Italian Colonels as our escorts and they did a fantastic job of seeing that we were well taken care of. When we arrived at the air field we were met by the Italian Test Pilot, the former Chief of The Italian Air Force (who was in that position when they received their F-104's), and the President of the Lockheed-Martin Corporation. As it turned out, we were the six VIPs being honored for our part in the success of the F-104G program. The special awards were to be presented by the Prime Minister but his aircraft was delayed so the Commanding General of the Italian Air Force made the presentations so as not to delay the start of the Air Show. The six of us were really given the royal treatment and all of the attending F-104 pilot-guest were also well taken care of during the show. After arriving back at the hotel I had time for another shave and shower and change into clean clothes (as my bag had arrived). We departed for a special Italian dinner arranged for by our Italian Test Pilot. The camaraderie was just the same as a group of Ameri-

Aviating with Bud Evans - cont.

can fighter pilots would have enjoyed and all of the German and Italian pilots spoke only English while Al and I were with them. I was able to talk over old F-104 flying experiences with General Rall and Heinz that occurred during the test program. They reminded me of one flight on which I nearly created an International Incident between NATO and the Russians while flying on the Category III tests at Norvenich Air Base near Cologne, Germany.

I was flying a test mission with the primary purpose of checking the "Terrain Following Mode" of the F-104G NADAAR radar system. I was flying at 200 feet above the ground at an airspeed of 465 knots. My chase plane was an F-104F which did not have the sophisticated weapon system installed. The Litton LN-3 inertial navigation system was comprised of several sets of gyros, which made up the stable platform. Any motion in any direction was transmitted to the gyros and information fed to the guidance system keeping me on the pre-planned flight course. It also controlled the flight director instruments as

Aviating with Bud Evans - cont.

well as most of the weapons delivery systems. The chase pilots primary job was to watch for radio/television towers, tall smokestacks, high-tension power line towers, etc., as my radar was unable to pickup such relatively small obstruction. My course was from Cologne, southwest past Frankfurt then to the east past Munich and back to Norvenich. The flight seemed to be going great and I was occasionally able to glance out of the cockpit and check the landscape.

My course took me over the Black Forrest, which provided very little individual distinctive landmarks. I was confident that my LN-3 system was leading me on the correct course, as I had no desire to come closer the 25 miles from the "Prohibited Zone" which divided East Germany from Western Germany. Flying towards the Austrian Border past Munich would give me plenty of spacing from the "Zone". However East Germany's border was much closer if I strayed to the northeast of my planned course. The terrain became more rolling and at such a high speed at my low altitude I was concentrating



Major Norvin 'Bud' Evans (3rd from left)

Aviating with Bud Evans - cont.

seriously on my “fly up-fly down” signals which my “terrain following” system was directing me to do. I chanced a glance out of the cockpit and was surprised to see a large lake just off to my right. I knew there was no lake on my planned flight path and immediately I checked my LN-3 system failure indicators. All indicating my system was working properly but I knew I was not where my flight plan route was supposed to guide me. Glancing at my old reliable liquid compass I knew we were far off course as it indicated I was flying 45 degrees left of my programmed path. I climbed to 1500 feet above the ground and about that time my chase pilot excitedly called for a hard 180-degree turn. While breaking hard left to head in the opposite direction I observed my Navigation platform failure light blink on and off and then come on steady. This was followed by all of my attitude and flight director instruments wandering aimlessly in strange tumbling motions! The Chase plane took the lead and we returned to Norvenich Air Base and safely landed. In the debriefing we learned that we were inside the buffer zone set up to add some additional space before the “Prohibited Zone” and while traveling at nearly 9 miles per minute we would have penetrated Russian air space in about 3 minutes. We also learned of a new type of partial failure of the system that didn’t turn on the warning light.

Friday night was usually a Happy Hour for the pilots of Jabo 31 the German Air force Squadron selected to conduct the F-104G Category III flight testing for all the Consortium Nations who would be buying that aircraft. The USAF provided hands-on advisory officers for the program. I was the flight test operations advisor and we had the former category II maintenance, weapons system and flight test engineers as our team of advisors. We lived in the Presidential Suite in the Embassy Guest House for the 6 months we were there. Generally, the German pilots would gather at the Happy Hour in the small Officers Club along with the Commanders of the F-104F squadron (Col. Hartman), the F-104G Squadron, Col. Barkhorn and Col. Rall. Occasionally Col. Krupinski, who was to receive the next Squadron of F-104G’s and Gen. Steinhoff, Chief of Staff of the German Air Force would show up for the relaxing evening.

These were the worlds leading fighter aces and they took great delight in teaching me to drink schnapps. You would have little doubt about the fraternity of fighter pilots throughout the world when placed together in a situation of mutual flying interests. I knew these were top fighter aces from the respect the other pilots showed them but there was never any discussion of their combat background when talking with me. They often asked my opinion about various aspects of the F-104’s good and bad qualities as I evaluated them. General Rall is the only one left of the three leading Aces. I don’t know about Krupinski, however he had 197 victories and Gen. Rall had 272.

Aviating with Bud Evans - cont.

Hartman had 352 and Barkhorn was credited with 300. Steinhoff had 175 before he was severely burned while testing the FW-262. I had first met all of them in Palmdale, California after I had recommended that the Martin-Baker seats be removed from the “G” model. The German Government was using the seat as part of the War Reparations agreement made with England. My experience flying the aircraft with the seat installed was that it compromised the pilot’s ability to reach all of the essential switches. I won the argument and the seats were replaced by the Lockheed seat. They never seemed to hold that against me and I had the support of Heinz who had been flying in the Cat-I program with me.

The dinner parties in Rome were just as you would expect of any group of fighter pilots. We ate, drank and talked about flying, women and good wine. General Rall is 86 years old but could keep up with the rest of us walking and enjoying the good Italian wines. He also remembered to kid me about my nearly creating WW-III when my Litton system failure almost led me into East Germany. Besides Al, Gen. Birkeneil, and General Rall, there were 2 of the other Joint Test Force Test Pilots with us. The Italian Test Pilot, Franco Bonazzi who was instrumental in having us invited to the retirement ceremony and Erhard Goerdert who was the 2nd German Test Pilot on the Cat II and III. The Belgium test pilot passed away last year, the Dutch test pilot’s doctor would not let him travel and the Canadian test pilot had a prior commitment. One of the former German F-104G pilots immigrated to the U.S. and flew for American Airlines. He has also been flying the 2 F-104’s that appear at air shows around the U.S. and Canada. They were restored in St. Petersburg, Florida several years ago. He has also flown the first flight on the FW-262 that is being manufactured in Everett, Washington. I discussed the possibility of bringing it to our air show next year and he was receptive to the idea.



German ace Gunther Rall, Bud, and Heinz Birkenbeil at Pacifico De Mar Air Base, May 2004

More Selected Images from TICO 2004



Tom Smith

Angela West and Lee Lauderback clear the *Memphis Belle* on taxi out



Tom Smith

The award-winning T-28 belonging to Dennis Kranz of Daytona Beach



Gary Clark

An unidentified young person imagines herself out on a morning sortie out over the front lines.....



Tom Smith

T-6 driver Ron Strauss prepares to crank



Steve Zatroch

Airshow Co-chair Lou Lafond and Collette from the Airport Authority chat



Steve Zatroch

Dick Hart and Mike McDonough discuss the best way to steal this tug

An Irishman Forsees His Death

*I know that I shall meet my fate
Somewhere among the clouds above;
Those that I fight I do not hate,
Those that I guard I do not love;
My country is Kiltartan Cross,
My countrymen Kiltartan's poor,
No likely end could bring them loss
Or leave them happier than before.
Nor law, nor duty bad me fight,
Nor public men, nor cheering crowds,
A lonely impulse of delight
Drove to this tumult in the clouds;
I balanced all, brought all to mind,
The years to come seemed waste of breath,
A waste of breath the years behind
In balance with this life, this death.*

- William Butler Yeats

The Valiant Air Command Museum is open seven days a week from the hours of 10:00 AM to 6:00 PM.

Admission Prices are as follows:

- Adults \$9.00
- Senior Citizens and Active Military \$8.00
- Children 4-12 \$5.00

Special rates available for tours (schools, scouts, church groups etc., 10 or more). Please contact the museum for specific details. There is a special rate of \$6.00 for adults on tour and \$4.00 for children on tour (tour or bus drivers are free). For every ten children one adult is free. Call 321 268 1941, Email: Vacinformation@aol.com, Fax (321) 268- 5969.

The Valiant Air Command Museum is a qualified non-profit 501(c)(3) Corporation. It depends on memberships, donations (monetary or material), and sponsorships. Donations or sponsorships to support a specific exhibits and/or aircraft are available. Annual membership dues \$100 for a family of two, and children under 18. \$75 for single membership. Donations are tax deductible.



Space Coast Regional Airport
6600 Tico Road
Titusville, FL 32780-8009

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



WE'RE ON THE WEB
WWW.VACWARBIRDS.ORG

**Address Service
Requested**

NON-PROFIT
ORGANIZATION
U.S. POSTAGE
PAID
PERMIT No. 129
TITUSVILLE, FL
32780-8009