



UN-SCRAMBLE

WEBSITE: <http://www.vacwarbirds.org/>

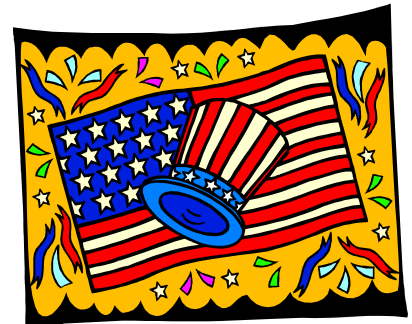
June 2005



Official Bulletin of the Valiant Air Command
 A 501©(3) Non-Profit Organization
 Space Coast Regional Airport
 6600 Tico Road
 Titusville, Florida 32780-8009
 Phone: 321-268-1941
 FAX: 321-269-5969
 Email: vacinformation@AOL.com

VAC MUSEUM
 Open 7 days a week, 10:00 AM—4:00 PM except
 Thanksgiving, Christmas and New Years Day.
Admission
 Adults \$9.00
 Seniors/Military \$8.00
 Children 4-12 years \$5.00
 Special Tour Rates available
 Gift Shop open

*Dedicated to
 the restoration
 of military
 aircraft.*



**Come celebrate the 4th of July by having
 Lunch with us at the Valiant Air Command
 Museum Luncheon.**

DATE : June 30th, Thursday 12:00 noon.

**We will supply the picnic luncheon of Fried
 Chicken, Potato salad, Baked Beans, Rolls, Cole
 Slaw, cake, tea & lemon aid.**

**You can bring your favorite covered dish.
 Fly in, walk in or drive in!!!**



Inside This Issue

<i>Announcements</i>	<i>Page 2</i>
<i>Officer Reports</i>	<i>Page 3 - 8</i>
<i>Airshows & Events</i>	<i>Page 5</i>
<i>Personnel Officer Report</i>	<i>Page 7</i>
<i>Mike McDonough Report</i>	<i>Page 10</i>
<i>Member's Aircraft</i>	<i>Page 11 - 12</i>



EXECUTIVE STAFF

COMMANDER	Lloyd Morris 386-427-1296
EXECUTIVE OFFICER	Harold Larkin 321-453-4072
OPERATIONS OFFICER <i>kenterry@cfl.rr.com</i>	Ken Terry 386-322-5378
MAINTENANCE OFFICER <i>stinsonj@brevard.net</i>	Bob James 321-453-6995
FINANCE OFFICER	Piter Lenie 321-727-3944
PERSONNEL OFFICER	Alice Iacuzzo 321-799-4040
TRANS/FACILITY OFFICER	Bob Stewart 321-636-4251
PROCUREMENT OFFICER <i>aircrafttrhf@AOL.cxom</i>	Bob Frazier 561-848-4549
PUBLIC RELATIONS OFFICER <i>NABUEVANS@cfl.rr.com</i>	Bud Evans 321-984-3343
UN-SCRAMBLE EDITOR <i>VAC6600@AOL.com</i>	Bob Cline 386-767-6782

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

Day: Second Tuesday of each month..
Time: 12:00 Noon
Place: VAC Board Room

UN-SCRAMBLE NEWSLETTERS

A copy of the Un-Scramble newsletter will be uploaded to the VAC WEB site each month and will be available to you before you receive your mailing. (<http://www.vacwarbirds.org/>)

For the time being the newsletter will generally be restricted to eight pages to save on newsletter expenses. I receive a lot of good articles for the newsletter but frequently the space is limited. If you don't see your article in the newsletter please accept my apologies. It's not that I don't want to print your article (I'd print all of them if I had the space) it's just that officer reports and the such have priority. If the newsletter exceeds 8 pages the full version will be posted on the VAC WEB site.

Editor

FLASH! FLASH! FLASH!

The VAC will be conducting a F.A.S.T. Clinic sometime in the near future. We just got a commitment from a Check Pilot to be available. Information will be available as soon as firm plans are made. Tentatively it will run Wednesday 8:00 AM for ground school, through Sunday noon.

All Leads, Instructors, Wingman, Newbies, or interested bystanders drop Ken Terry a note or email if you are interested.

Size will be limited, so get in your info quickly! It is very doubtful any individual check ride, from beginning to end, will be possible unless a lot of preplanning is completed.



Lloyd Morris, Commander

386-427-1296

Greetings!

The V.A.C. Board of Directors. has a lot going on and I would like to bring all of you up to speed on these item's. Before I do that I would first like to thank Crystal and Ginger for an outstanding job on the day Memorial Day event. Words alone can not show how much we appreciate what you ladies do and the effort that you put into this successful event, so if you're a member go up to them and thank them both. Also I would like to thank Auggie for his help, GREAT JOB AUGGIE, we could not have done it without you!!! I would further like to extend our thanks to Bob and Ann James for being there all three days.

Next I would like to thank Ken Terry for flying down, Jack Dorrell for doing tours and his lovely wife Joan for signing people in. Thanks also needs to be extended to James Bond, Yes that is his real name, for watching the gates.

Secondly I want to discuss the Air Show. Sorry about being late, but I wanted to see how it was going to bounce. At this time it looks like it's going to bounce in our direction. Thanks needs to be praised upon Lou Lafond for doing an excellent job on the Air Show, along with Ed Rodig, Mae Nonnamaker, and their crew; Jerry and Patrick Land, Eddie Yoder, Bob Christenson, Justin Hardsman, Bob McCullough Jack Bohrer and Finally David and Cameron Firment for security. Next on the list is Art Pylar and his crew; Jeff Fazan, Rick Mathews, Ray Huff, Tony Pietarolia, Jim Rennie, Alan Proksel, and Dick Childs for the Flight line. Next I would like to thank Serge English and Frank Fleck for doing a Good Job as always, along with Leo Kordick (the old Rat Killer) for a great job on the bar. For the food and evening events Melissa McDonald, outstanding job Meliss!! Sam Randolph on the UH1 display. As always Sam it looked great. Thanks again to Lester Badger and Tommy McLeod. Polly we can't forget to thank you for the chair sales with Angelo & Carol Garutti, The Flight line gate people; Verna Wolf, George Wolf, John Kirk, Diane Frazier, Dick Barker, Ted Claydon, Nola Davis, and Stuart Davis: for a well put together effort, along with Bob James and His C-47 Crew for tables and chairs. Thanks also needs to be extended to Frank Pound for doing a great job on the Air Show poster, Steve and Shirley Zatroch for the burn offs, programs, and everything else great that you do Steve. Darell Fisher and Ray Adams for the sound system. Thanks to our super Announcer Jerry Trachtman, he has been on board year after year, Also we must not forget to thank the Board of Directors for stepping up to the plate and swinging the bat.

Oh Yes, thank you to the bean counter's Wendy and Dick Miller, Jenny and George Baker, Bobbie Snow and all the others. Last but not least let us thank the Pilot's and there beautiful aircraft for making it happen. As always you Guys and Ladies make it an event to remember!!

Now back to the main event, the V.A.C. is starting the process of re-working our lease with the Airport Authority. This is a very lengthy and complicated process if you want to know more please call me at the Museum or at my home. Also I am working with the City of Titusville on the cost of Police and Fire Fighter support for our future Air Shows. Again if you have questions or want to know more call me. Well Camper's I guess that is all for now. Stay level, Stay cool, Stay calm.

GORDON BAXTER DIES AT 81

While his hometown media in southeast Texas remembered Gordon Baxter as a "local icon" and "legendary radio talk-show host," he was known to aviators around the world as the author of "Bax Seat," his well-loved column that ran on the back page of Flying Magazine from 1971 to 1998. Baxter wrote about airplanes, the people who fly them, the airports where they live, the romance and adventure of it all. He was always a gentleman and always knew how to tell a story. Baxter died Saturday in Beaumont, at age 81, leaving behind his wife, nine children, 16 grandkids, and 11 books.

Harold Larkin, Executive Officer

321-453-4072

The TA-4J now has a full crew assigned to the aircraft. Two air intake scoops and the bottom radome have been through the repair cycle and are ready for reinstallation. The forward fuselage has been sanded in prep for prime paint. The plenum chamber is being cleaned with the removal of all cut hydraulic lines, wire bundles, and unused flex lines. All inspection panels are being removed, cavities cleaned and the panels to the rework cycle, if required. The nose radome has been removed and is in the rework cycle. One of the two latches that secure it is missing, so we are fabricating one. The tail section is in a work stand outside of the hangar doors waiting for space in the restoration hangar.

The F-5E is waiting for the jacks that are under the panther, the result of a mishap, towing the panther back from the air show. The fixture to install the center section/wings is in fabrication. One of the many visitors we had at the restoration display at the Airshow works for Northrop Grumman at St. Augustine told me that the seat for the F-5E is at St. Augustine. Last week he called me, has found the pilots seat for the F-5E and is trying to arrange for shipping it to the VAC. We never know when or where we will find parts.

The ME-208 is being masked for final paint. The wings have been painted, so they must be masked off to protect them from over spray. Painting should be completed in June.

The panther is still on jacks for the landing gear repair. The Bendix 'D' ring that we need has been located by VAC member Don Geisler at the Combat Air Museum in Topeka, Kansas. (You never know where) Once the 'D' ring arrives, we will complete the landing gear repair, and remove the Panther from Jacks. After that, we just have some cosmetic clean up. The gun sight arrived from England and is in clean up and installation.

The restoration group is distraught over the untimely death of volunteer Mike McDonough. His presents in the restoration hangar will be sorely missed by all. Our condolences to the McDonough family.

Pieter Lenie, Finance Officer

321-727-3944

Since my last report about our reconstruction, the Facilities crew has been able to get quite a few of the small jobs done by themselves in spite of shortages of material.

This last month we managed to get the material to finish the big North and South doors and our facilities Director Bob Stewart, managed to get the material for the reconstruction of the museum windows and is now awaiting the skilled personnel to finish the job. The rest of the reconstruction maintains its status of awaiting material and available labor and in the mean time the cost of these items keeps increasing.

Our financial situation is such that if the tourist industry remains at its low point we will be hard pressed to keep operating at our present pace, but so far we have been able to meet all of our commitments due to everybody keeping spending down to a minimum at the museum.

I am pretty sure that if no new calamity befalls us we will be able to see the light at the end of the tunnel, so to speak, by the end of the year and get back on track with our normal operational procedures.

My sincere thanks to all our volunteers for all the hard work towards earning extra funds to keep the museum in solid financial stability, without them we would have been in operational months ago, this is probably the only place of business where the cashiers volunteer on their own time to keep the place running.

Ken Terry, Operations Officer

2676 Slow Flight Drive
Daytona Beach, FL 32128-6840
(386) 322 5378
kenterry@cfl.rr.com

First my personal condolences to the family and friends of Michael McDonough. He will be sorely missed.

We are planning a formation clinic in the near future. Send me a note. It is very difficult to get enough F.A.S.T. qualified check pilots and instructors together to have a meaningful clinic, so when the chance comes along

For those of you who have been through at least one clinic realize that it is almost impossible to get a guy up to speed and pass a check ride in only one clinic. Most of us take several attempts at it. There is simply too much to accomplish in a day or two. Even you old military types, (and some of the young ones too), know that before a new squadron will turn you loose, you have a period of indoctrination that is a must. There are lots of squares to fill.

We must have the help of the "old guys" to get the job done. And everyone has a busy "other life" these days. If you show up at F.A.S.T. Clinic, know your airplane. Read the material before hand. Be ready to learn. Don't waste your time and everyone else's by not being prepared. Call me or drop me a note if you need more info. And keep in mind, no body gets paid for doing this! All money collected goes to the cost of operating a clinic. If there is any left over it goes into the VAC General Fund. Consequently, the VAC has to cover any unexpected expenses so it is usually a wash.

The "new" VAC Formation Proficiency Report, Formation Activity Report, Formation Policy Statement and Formation Self Certification Report are on the web site (<http://www.vacwarbirds.org/>), please copy and use them. I am missing several from the year 2004. Please get them in. I will contacting some people individually soon. If you did your qual or re-qual through another FAST signatory we need a copy in our files, too!

Editor's Note: All four of the formation reports are also available in Word or Adobe format from your editor by E-Mail (VAC6600@AOL.com).

We have had the opportunity for several missing man fly bys lately and hope to have many more soon. I have personally flown in 6-7 in the last week or so. Pilots and aircraft are always in short supply. If you are interested in participating in those events let me know. Again, in writing please.

The Military Form 2535, for Air Show 2006, has been approved by the TICO Airport Authority and is in the hands of the local FSDO.

Much prep work is ongoing for Air Show 2006, Lloyd has a couple of surprises in store for us. I'll let him handle that part, but I will say that if one tenth of what he hopes to accomplish comes about, 2006 will be better than great!

AIRSHOWS AND EVENTS

To see a listing of National and International events go to: <http://www.aerovents.com/body.shtml>

Bob James, Maintenance Officer

321-453-6995

*stinsonj@brevard.net***C47**

The current work effort has encountered the usual summer slowdown that has no doubt been aggravated by the post accident depression factor. Sheet metal work on the right wing stub is continuing. Work on the flight control cable system reconnections and the tail wheel locking device has been making steady progress.

TBM

We acquired a new volunteer (Jim Owens) with an electrical and ham/commercial radio back ground in the last month. He is tackling the electrical connection of the pre-oil system components, navigation wiring and a general rework of the main cockpit circuit breaker and switch panel. Work on the cowling fit up is continuing. I need additional sheet metal work done on the bomb bay doors and we could use another skilled sheet metal mechanic as Dick Hart still has a significant amount of work on the C47.

UTVA

The fuel pump system is under going replumbing to include a new check valve and boost pump. I hope to have this work completed within a month or two at which time the aircraft should be air worthy. This work has been complicated by most of the fittings using metric connections and the engine (Lycoming), fuel pump and boost pump (American made items) are standard AN or pipe type fittings.

Bob Frazier, Procurement Officer

561-848-4549

aircraftrhf@AOL.cxom

Following the inspection of the Memorabilia Room by the Conservator of the National Air & Space Museum we will start incorporating some of his conservation & preservation suggestions. Limited funds have been approved for the effort.

C-47 TICO BELLE REPAIR FUND

It may be a little surprising but certainly heart warming as we continue to receive donations for the repair of the C-47. The heart warming part is the number of donations from the Museum visitors and the general public. Also by the number of people donating for the history card and memorial pieces of the TICO BELLE. Donations totaled \$ 1515 for the months of April and May. This brings the grand total to \$ 122,265 as of 31May 2005 including the \$ 10,000 VAC transfer. However the purchase of the second R-1830 engine has reduced the working balance by \$30,500. But we now have replacement engines, mounts, and propellers.

Alice Iacuzzo, Personnel Officer

321-799-4040

Vacinformation@AOL.com

NEW COLONELS

Stanton (Julie) Medford	Parsons Bragg	Dave	Osher	Joan	Rent
----------------------------	------------------	------	-------	------	------

RENEWING COLONELS

Eric	Anderson	JB Patrick	Land	Ray	Michelle	Roberts
Dale	Beltzner	Jimmy	Dirk	Forrest		Ryan
August	Brown	Don	Leiser	Kent	Patty	Sherman
Thomas	Fryar	Robert	Libengood	Larry	Sherry	Sietsma
Pete	Fredsall	Donald	Lockler	Robert	Pat	Stewart
Ivan	Gomez	Rodger Jean	Lyons	Frank	Ruth Ann	Talbott
Lawrence	Green	Ron	Madonia	Lee		Tannenbaum
Anita	Hall	Eugene	Moriarty	Russell	Constance	Weinert
Jack	Healan	Terry (Landis)	Neighbours	James		Wheeler
Kenneth	Hissong	Lawrence	New	Walter		Yocum

COLONELS GONE WEST

Clark	Dugan	"Buck"	Buchanan	Mike	McDonough
-------	-------	--------	----------	------	-----------

OPEN HOUSE WEEKEND A HUGE SUCCESS

On Memorial Day Weekend May 28th - 30th the Valiant Air Command welcomed over 1,500 Military, active and retired along with Brevard County residents. Crystal in the Gift Shop and Ginger with the hot dog cart outside made the weekend profitable as well as a great public relations event. To the volunteers who put in hours in the museum or the restoration hanger or just helped out wherever THANK YOU!!!!

By the way- a similar event will take place near the end of the year. Come join us. Details at a later time.

Please note that Auggie Holmquist will be helping me with all the Email that comes in to the VAC. I've been looking for someone to volunteer for years and Auggie said he would help. He will have an Email address at the museum.... VACinfo1@aol.com (That is a (1) one after the word "info").

Bud Evans, Public Relations Officer

321-984-4549

NABUEVANS@cfl.rr.com

We don't often think about Communist parades and efforts to take over governments these days but back in the mid to late 40's it was a definite threat to the establishing of democracy in defeated countries such as Germany, Italy and surprisingly Japan. I was first exposed to this just a few days after arriving in Japan in 1948. I was billeted in the Tokyo Electric, a building in downtown Tokyo where Company Grade officers were housed. I was there temporarily while awaiting my assignment and when I decided to take a look around the area known as the "Ginza" I was stopped by a guard at the front door of the building. I was told that General MacArthur did not want U.S. servicemen on the streets during the Communist parade which was in progress at that time. Seemed absurd to me but when I returned to the open bay billet on the 5th floor I found most of the officers at the window watching the proceedings. The parade began 2 blocks from the Tokyo Electric building and traveled one block beyond. To the man standing on the sidewalk it seemed that there were an endless number of Communist sympathizers marching by but from our upper level view we could see that as soon as a group of marchers reached the end of the parade route, they rushed over one block where trucks were shuttling them back to the beginning of the parade route. This continued for a couple of hours and what would appear to be thousands of Communists were actually only several hundred at most.

After a couple of days in Tokyo I received my assignment to the 49th Fighter Group stationed at Misawa Air Base located at the upper tip of Honshu (The largest of the Japanese Islands). We were equipped with 2 F-51 Squadrons and one F-80 Squadron. Because of my having come from the 1st Fighter Group where I had been 9th squadron. (The only jet fighter On May 1st 1949 my squadron was mission of patrolling the coastal Japanese Island, Hokkaido. The Russian peninsula of Sakalin were Hokkaido Displaying very large red the boats that were flying them). Our assigned task was to fly low over these fleets and let them know that the United States had well aware of their presence.



action unless fired on. It was boring flying except for the legal buzzing. I know that by my second mission that day I was seeing just how low and close I could come to these big flags as I zipped over or beside them. On this particular flight I was flying wing position on a flight leader that I had not flown with very often. He was not a very smooth leader and I wasn't very confident in giving my full trust. You pilots who have been in that position know that you hedge your bets by taking a position that allows you to peak out in front of you when things don't seem exactly right! You are checking where you are at all times when speeding close to the ground. (Or water). We had been flying from the northern most end of our assigned area and letting the groups of fishing vessels know that we were watching them. (Up Close and personal). I emphasized my next pass by performing a smooth slow roll as I pulled up from a string of fishing boats.. It was nothing out of the ordinary and just a way of my seeking to relax. Almost immediately the leader dropped back down as more fishing boats appeared this time heading back to the North. At the end of this pass the leader pulled up and began to roll.. He started the roll and continued pulling aft on his stick causing the nose to start back towards the water while he was inverted. Realizing this he seemed to pull harder and must have shoved in full rudder as the aircraft snap rolled. I watched in disbelief as it shed both tip tanks and other parts while it skimmed across the top of the ocean. Suddenly he was climbing back towards the heavens. It happened so fast that I

hardly had time to do more than watch helplessly! I flew up behind him and assessed the damage as I could see it. Both tip tanks were gone, both elevators were almost completely gone, the right horizontal stabilizer was bent up at 90 degrees about half way out and several panels were missing from the fuselage. I reported what I saw to him and I could hardly believe that he had any pitch control at all. He continued climbing and as long as he kept up a fairly high speed he seemed to have some longitudinal control. When I was finally able to communicate with him he said he was going to try to return and land at our base. I asked him to try to determine what speed he could maintain pitch control and after a few attempts to slow the aircraft he called saying he was going to bail out. We were above a broken deck of clouds. As soon as I saw him slide the canopy back I moved out away position to follow him down. 80A models did not have ejection seats and the manually).

I saw something white a circular dive watching what I was talking to radar control and report and I reported that he was out of the aircraft and falling towards the clouds but his chute had not opened. To my horror he called on the radio and said he had not bailed out and had decided to try and land at Misawa. You can hardly imagine my feelings when I realized that I had been following the canopy he had released and now I had to find the aircraft he was still flying. I asked for a GCI vector to his position and followed what was given to me by the radar controller. When they told me that I was in the last position they had received a return from his plane there was nothing! I was above the clouds and then dropped below them searching everywhere for some sign of the aircraft or a parachute. We had been close to the coast of Hokkaido and my last position before the canopy was released and just a few miles north of Misawa. The rough waters of the Pacific Ocean were producing white-caps and making it extremely difficult to determine any impact area or parachute.

There was another flight of fighters just getting airborne to relieve us and they joined in the search as well as an Air-Sea-Rescue B-17. I had to land due to low fuel and although the search was continued for several days no trace was ever found of the aircraft or pilot. It is one of those incidents that will haunt me for the rest of my life. You can't help but wonder what made you believe that the canopy was the pilot bailing out although the opening of the canopy I know led me to believe he was ready to jump over the side and I wanted to be sure I kept him in sight to spot his landing for the rescues crew. Even in peace time the accident rate in jets during those early days was very high. His was another statistic



maintain pitch control and after a few attempts to slow the aircraft he called saying he was going to bail out. We were above a broken deck of clouds. As soon as I saw him slide the canopy back I moved out away position to follow him down. 80A models did not have ejection seats and the manually).

I saw something white a circular dive watching what I was talking to radar control and report and I reported that he was out of the aircraft and falling towards the clouds but his chute had not opened. To my horror he called on the radio and said he had not bailed out and had decided to try and land at Misawa. You can hardly imagine my feelings when I realized that I had been following the canopy he had released and now I had to find the aircraft he was still flying. I asked for a GCI vector to his position and followed what was given to me by the radar controller. When they told me that I was in the last position they had received a return from his plane there was nothing! I was above the clouds and then dropped below them searching everywhere for some sign of the aircraft or a parachute. We had been close to the coast of Hokkaido and my last position before the canopy was released and just a few miles north of Misawa. The rough waters of the Pacific Ocean were producing white-caps and making it extremely difficult to determine any impact area or parachute.



Mike McDonough, C-47 Crew Hangar Happenings

Editor's Note: The following article was written by Mike McDonough on March 7, 2005 but was not published due to space restrictions.

A few months ago, mid-December actually, our flight maintenance group decided to add a visitor log at our hangar table, near the C-47. Yes, we know that there are two other logs in the buildings, but we wanted to get their impressions at the moments of viewing. As of early March, there are over two hundred entries, and probably not everyone added to it. The purpose, of course, was to see if there were any improvements we could incorporate. You never know unless you ask.

During our flight years, we would talk to visitors at air shows, and report to you in the VAC Unscramble newsletter "From the Middle Seat" column, some of the more interesting tales. Like WWII pilots recounting some of their thrills, or paratroopers on the way to a drop, or crewmen problems, or medical evacuees getting a last ride home.

But the public is still interested in us, and they love to log in their ideas when asked, and our visitor log asks. Naturally, they love what we do. No negativity here. Some comments are a bit fanciful, like those that feel we should have an F4U Corsair, or an ME-109, or a P38, as if we had a choice. We have added an additional column, an idea taken from the visitor log in the "Yorktown", where it asked for any military affiliation. We expanded it and asked for any family military, where the visitor could note any service by any member of their family. This gave them an opportunity to list many a proud instance of not only the visitor's service time, but a father, or son, or grandfather, or whoever, that they were proud of.

And a few unexpected comments. Like Holger Helm, from Bad Berleburg, Germany, whose grandfather was a WWII veteran, and father a Wehrmacht Lieutenant, and who himself is an obergefreiter (Sr. NCO) in the present German army, currently flies a 737 and would like to change places with any of us in our hangar. Robert Foley of Oveido, retired Air Force Master Sergeant armorer who left a list of every F-100, 101, 102, 104, 105, 106, and F4 models C, D, and E, and said he "loved all the piston engine stuff".

Visitors were from the United Kingdom, Canada, Italy, Switzerland, Ireland, France, Scotland, (by the way, they're called Scots, not Scotch), New Zealand, and Peru just to glean a few countries noted in the log.

And there's Klaus Gorissen, of Hamburg Germany, who notes "The U.S did good to Germany after WWII. Thanks". And Jim Seay, of Melbourne, who was a 61st troop carrier pilot, in the 314 Troop Carrier Group. Susan Murphy whose father was an instrument specialist for C-47s in England. Howie Klein of Palm Bay whose father taught Chinese to fly during WWII. Dean Richardson of Port Orange, a Navy fighter pilot in WWII.

Gary Fagan of Lake Como, NJ, father a radio operator on C-47s with the Flying Tigers in China. Dan (and LeeAnn) Platschorre, one of whose father served on the USS Shaw, the destroyer demolished at Pearl Harbor. John and Carol Brzas, of Orefield, PA, whose father was with the 390th in WWII, husband was a marine, and they say, "Thanks for all the care you give to our past". John Spittal, of the 2nd Division during WWII. Commercial pilots Nicole and Robert Radecki, of Milford, PA; George Chirilli of Cocoa, FL, an ex-DC-3 pilot; Ken Holt, of Reading MA, of the 3rd Air force in 1957 to 1968, who would like to see a restored C-47 from the Cold War era. Our C-47 spent twenty years in the Royal Danish Air Force, so I thought we had one. Hmmm. George Dean of Newland NC, a fighter pilot in the 5th Air Force in the Pacific, and would like more WWII fighters. So would we George. The comments range from Beautiful!, Great!, Wonderful!,

and the like. And even the guy who we think was having a bit of fun with us. That would be C. W. Debus, From Berlin, Germany who states that he is Hitler's 3rd cousin, and really liked the Messerschmitt 208. And it goes on. The log is simply a statement of the visitors, and their take on our, and of course, your efforts. It is the reward. Enjoy it. Come out to our hangar and read it.

Once in a while, one needs a bit of an incentive boost, to continue doing what we do, and these pages of people give it to us. We know that these folks watching us, viewing our videos, asking questions, or simply enjoying the ambience of a past era, in the company of airplanes, and yes, mostly guys from that era, who can relate answers with a confidence of having been there, first person singular.

And I think I speak for our C-47 Maintenance crew.

Mike McDonough 3/7/05

A14W

DONATIONS TO THE MIKE MCDONOUGH MEMORIAL FUND

Thanks to all the friends & family.

Skylark Properties	50.00	Connective Bus. Systems	100.00	Arthur E. Lapham	100.00
S.W. Edens Co.	100.00	Serge M. English	300.00	Jeffery W. Boyken	50.00
Titusville Chamber	50.00	Mc Cotter Ford	50.00	Century 21 Flag Agency	100.00
Frank Stratig	100.00	Donald L. Hussey	25.00	Cash	20.00
Donald J. Creamer	30.00	P.S. Bolan	25.00	Fidelity Corporate Service	75.00
A.S. Camarata	25.00	Dennis Sherman	100.00	Kessel & Kopal	50.00
David F. Twomey	50.00	M.L. Krna	10.00	Patrick K. Andrews	10.00
Arlene C. Krassin	10.00	Endicott Optimist Club	50.00		
Galaxy Medals Inc.	50.00	Mary K, McDonough	50.00		



“The Mavericks”, precision formation aerobatic team: Colonels Robert Gandt, Ron Keilin, Dave Cummock and James Weldon.



Operations Officer, Ken Terry's T-34

UN- SCRAMBLE

Valiant Air Command
6600 Tico Road
Titusville, Florida 32780-8009

NON PROFIT ORG.
US POSTAGE PAID
TITUSVILLE, FL.
PERMIT NO. 129
32780-8009



CHANGE SERVICE REQUESTED