



UN-SCRAMBLE

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

October 2005



VAC MUSEUM

Open 7 days a week, 10:00 AM - 6:00 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

Official Bulletin of the Valiant Air Command
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*Dedicated to
the restoration
of military
aircraft.*



Happy Halloween

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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

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 available on the VAC WEB site by the third Wednesday of the month and will be available to you before you receive your mailing.

(<http://www.vacwarbirds.org/>)

All newsletter articles and officer reports are due no later than 5:00 PM on the third Sunday of the month.

Now that you have seen a few copies of the newsletter, with me as your new editor, please feel free to offer suggestions or comments, both good and bad.

I would also like to receive pictures of member's aircraft for inclusion in the newsletter.
Editor

FLASH! FLASH! FLASH!

The VAC will be conducting a "Formation Day" (Rendezvous) beginning on September 10th. The Formation Days will be run once a month, on a trial basis, for the next six months.

The idea is to have sort of a Formation practice, to include media rides, volunteer rides, fly bys, and of course food and camaraderie.

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



Harold Larkin, Executive Officer

321-453-4072

PANTHER

The four items necessary to complete the cockpit rework were shipped from Minnesota last week. This will require removal of several panels from the left and right consoles to drill the correct holes to match the items and then reinstall the panels.

ME-208

The walkway on the left and right wings has been painted black. The left main gear will not maintain pressure. We removed the right gear and found very little fluid that we can't identify. Our maintenance manual is missing the hydraulic section. Called five certified repair facilities in Miami and Ft. Lauderdale for AT-6 repair. Somebody has the information, just have to press the right button.

F5-E

Unable to borrow a Northrop Grumman designed fixture to install the center section/wings. We designed one using a heavy metal table. We put four bottle jacks under the center section/wings and positioned it under the F-5E. This gave us a minor problem, only two casters on the table were swivel, so we used a floor jack to lift the end of the table with fixed casters to position it. It took several moves to position it for alignment. As the F-5E was on jacks, we lowered the F-5E until the material fittings were one inch apart. We then jacked the center section/wings up to mate with the four attaching fittings. We then installed the four tapered pins that we fabricated. It took awhile to get the center section/wings aligned so that the tapered pins went in without any force. After the four tapered pins were in and we could turn them by hand, we removed them one at a time and installed the original wing pins. We then installed the aft two nuts on the aft pins. However, we could not find the nuts for the two forward pins. Checking the maintenance manual for a part number, we found that when you remove the two forward nuts, they must be discarded. I called Northrop Grumman at St. Augustine and they are sending us the two special nuts for the forward wing pins.

TA-4J

Due to light attendance and work on the F-5E, work on the TA-4J has been removed of excess wires, tubing and cables.

R-2800

The Pratt and Whitney engine that came out of a Grumman F6-F Hellcat now has a crew of two. We came up with a way to fabricate the 36 oil lines that go on each cylinder. These lines were sweated in during assembly of the cylinders. We are fabricating the 36 lines by modifying standard hydraulic fittings.

RUSSIAN MORTAR

The Mortar has been disassembled, cleaned, painted and is in final reassembly. When complete, it will be moved to the display hangar.

Ken Terry, Operations Officer

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We had two fly-bys that I participated in during the last month. Both were Celebration of Life Events. If anyone would like to sponsor a fly-by or missing man formation at any time, for any reason, please contact me.

We also flew several missions for the taking of pictures for a formation calendar for the year 2006. This should be a very interesting calendar. I did not get a final count of aircraft types, but it was something on the order of 20 + different types and 40+ different aircraft. We flew for three straight days, both as a photo ship and in formation with others.

We are still batting 1000. Two formal formation clinics scheduled, two formal formation clinics cancelled because of hurricanes. First Arlene, then Ophelia. The good news is the ad hoc formation events just keep rolling along. Again, anyone interested in formation, stay in touch. We normally fly every Saturday. Starting out at Spruce Creek, 7FL6, and going to the Outer Marker for breakfast around 9-10 AM and then some more formation practice after that. However, last Saturday, October 8, TIX had 400 foot ceilings until noon, so only a couple planes made it to the Outer Marker. We did have a great member meeting and dinner on Saturday night. I am planning, along with several other VAC members to be at the Red Star Pilots formation clinic in Selma, AL the weekend of October 14-15-16. The TIX Tower Chief gave us a very nice and informative talk on TIX Operations one morning at the Outer Marker.

Several times I have had the occasion to drive/ride in the VAC truck. Every time it was parked in various locations, Wal-Mart, Burger King, Home Depot, Publix, Post Office, etc, someone walks up and starts to ask questions about the VAC. Point: What a great way to advertise the VAC! We should do that more often!

Leo Kerwin attended the BPA at Merritt Island Airport on behalf of the VAC. Thanks Leo!
Point: VAC is an all volunteer organization and we need help! Contact someone and volunteer for

AIRSHOWS AND EVENTS

DAYTONA BEACH: Embry Riddle Florida Skyfest, October 29-30, 2005, Daytona Beach International Airport (KDAB). <http://www.floridaskyfest.com/>

JACKSONVILLE: Sea and Sky Spectacular, November 4-6, 2005, Jacksonville Beach Oceanfront.
<http://www.coj.net/Departments/Neighborhoods/Special+Events/Sea+and+Sky+Spectacular/default.htm>

ORLANDO: The Great Orlando Rotary Airshow, November 5-6, 2005. Orlando Executive Airport (KORL)
<http://www.rotaryairshow.org/>

PENSACOLA: Blue Angels Homecoming, November 11-13, 2005, Pensacola Naval Air Station (KNPA).
http://www.blueangels.navy.mil/staticFiles/static_index.html

STUART: Visiting Nurses Association Airshow, November 12-13, 2005, Witham Field (KSUA)
<http://www.stuartairshow.com/>

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

Bob James, Maintenance Officer

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C47-Work on the electrical J-boxes in the left engine nacelle have been completed (circuit verification and tie wrapping wire bundles). The elevator trim has been adjusted with tension to be set next week. The left engine dishpan is undergoing some sheet metal repairs and installation of the perimeter insulation.

TBM-The bomb bay doors are now installed including the riveting of the piano hinges. The bombardiers window in the aft end of the bomb bay has been installed. Other sheet metal trim work in the bomb bay area is continuing. Paint stripping work is continuing with the hope that we will have the basic color paint on our TBM prior to the 2006 Tico Airshow.

This December the 5th, 2005 is the 60th anniversary of the loss of five TBF/TBM's from the Ft. Lauderdale NAS. We will be preparing a exhibit of the mystery of Flight 19 as well conducting a short lecture during the preceding weekend (12/3&4/06) several times during the day.

L13-Work on the right wing sheet metal repairs are continuing. The engine mount has been temporarily installed on the fuselage for a fit check.

Several more skin panels have been painted and installed on the fuselage.

Please remember that the L13 project is for sale and that it was donated to the C47 project to help fund the completion of same. If you have any interest in purchasing the L13 please contact myself or Bob Frazier.

Norm Lindsay, Finance Officer

321-267-3622

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The total collected for the Josh Payne fund was \$1150.00.Thanks to all for their contributions.

With the advent of the summer months and the cancellation of the shuttle launches attendance at the museum has been a little slow. Hopefully with fall approaching and the return of the snowbirds we will see an upswing in attendance.

Reminder a 10% discount on gift shop items is available to all VAC members.

NTSB Wants Better Recurrency Training

Not enough pilots are talking about the weather and the NTSB wants the FAA to do something about it. The NTSB issued a series of recommendations to the agency on Tuesday aimed at clearing up what it apparently believes is our foggy knowledge of weather. It wants greater emphasis on weather in the written exam, including the requirement that a specific number of weather questions be answered correctly in order to pass. And it wants weather training to be ongoing on several fronts. Specifically, the NTSB wants the FAA to make the gathering, assessment and decision-making skills regarding weather to be part of the biennial flight review for pilots who don't take weather-related recurrent training within the two years. It also wants basic instrument maneuvers to be covered in the flight review for pilots not receiving recurrent instrument training. The NTSB also recommends that weather briefings be improved and that FAA information sheets be updated to show pilots how to get weather information from the Internet or via satellite. Also included in the package was a recommendation that the FAA set up a system to track pilots who may be at greater risk for an accident and develop a program to reduce those risks.

Alice Iacuzzo, Personnel Officer

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NEW COLONELS

Kelly & Patricia	Rich	Melbourne	FL	Cary & Michelle	Smith	Rockledge	FL
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RENEWING COLONELS

Aldo & Sophia	Alellunas	Titusville	FL	Abram	Karl	Chattahoochee	FL
Winn & Carolyn	Baker	Darien	GA	Hal & Ruth	Larkin	Merritt Island	FL
George & Ginny	Baker	New Smyrna	FL	Donald	Leathers	Dedham	MA
Tom	Barron	Mobile	AL	Chuck & Jennie .	McElwee	Potomac	MD
James & Patricia	Beil	Titusville	FL	David & Jan Marie	Merrill	Palm Bay	FL
Phillip	Blaha	Cape Canaveral	FL	Art & Carol	Niergarth	Melbourne	FL
Jeff & Carolyn	Boyken	Viera	FL	Mike & Paula	Rellihan	Laurens	SC
Terry	Crawford	Ocala	FL	James	Reinhart	Tampa	FL
Joshua & Shirley	Eiting	Indiatlantic	FL	William	Rice	Ship Bottom	NJ
P. W.	Elliott	Daytona Beach	FL	Helen	Snapp	Cocoa Beach	FL
Bud & Nancy	Evans	Indiatlantic	FL	Chuck	Sodaro	Paramus	NJ
Reid & Brett	Garrison	Anderson	SC	Caleb & Jacob	Sparrow	Vero Beach	FL
William	Geller	Clermont	FL	Ray (Hilda)	Thomas	Argenta	IL
Kevin & Linda	Hanrahan	Groton	CT	Jim & Margaret	Towe	Cocoa	FL
Bob	Jourdain	Wesley Chapel	FL				

The summer has passed quickly and once again we prepare for the upcoming Airshow in March. The Board of Directors are already in the planning stage and their days and nights are busy. Please send in your renewals early so I can get your membership cards out in time. They are a deep aqua blue with same color dot. There is always a last minute rush, so your help will be appreciated.

The office staff has once again changed and I would like to welcome Ruby Gonzales, as my assistant in the office. I also welcome JoLynn. As you can see our staff changes from time to time but I've been lucky to have help like Linda Morgan (she recently moved out of the area but had time to help me train the new staff).

Have you been to the museum lately. Have you invited your friends and family? Some of our member are from overseas or live quite a distance away and have not been to the museum. The list will give you some idea of our accomplishments through your memberships.

Our aircraft inventory grows along with some very rare engines.

A-6 INTRUDER

TBM AVENGER ®

MIG 17,FIGHTER

A7A CORSAIR,

OV-10 MOHAWK®

UTVA -66 STOL,

UH-1 HUEY

FM-1-WILDCAT

F-9-F PANTHER ®

ME-208 MESSERSCHMITT ®

P-51 (2/3)	F-4 PHANTOM
F-105 THUNDERCHIEF,	F-101 VOODOO
S2F TRACKER	F-8K CRUSADER
F-14 TOMCAT	T-33 HOOTING STAR
T-33 SHOOTING STAR	F-5 FREEDOM
TA-4J SKYHAWK	L-4J GRASSHOPPER
WW11 AMBULANCE	WW1 (1) MAN MORTAR ®
F-106 FLIGHT SIMULATOR	NAVY SIMULATOR
LINK TRAINER	

All of the above, has been the work of volunteers and donations over the years, without a paid staff. Office Staff and Board Members, over the many years have worked without pay to build the museum with its many improvements. The above aircraft were acquired through their hard work and donations. We do not, as a museum that preserves history for future generations, get support or government help to keep the museum going. We rely on the members and public to help.

Bob Frazier, Procurement Officer

561-848-4549

aircrafttrhf@AOL.cxom

Sandy Crile has donated a Sikorsky S-55/H-19 helicopter to the VAC Museum. It is configured as a U.S. Army heavy troop carrier. It will be delivered by truck in a week or so.

We have been offered a large German swastika banner. The banner was ripped off a German building by a U.S. Tank Sgt. Near the end of WW11. It should arrive next month

Larry Sietsma has donated the cost of all paint and materials to paint our TA4 in the Blue Angels paint scheme of that time period. The Navy Museum Research Dept. has found pictures of the airplane at that time period to aid us. The Blue Angels office has provided a PR package.

C-47 TICO BELLE REPAIR FUND

Donations continue to be received last month. The August total was \$579 for a grand total of \$129,269. The current working balance is \$ 6036. The effort at this time is mainly the overhaul of accessories and parts needed for the build-up of the low time engine. For details see Bob James' report.

AIRSHOW AUCTION

We are in need of items for the VAC annual Air Show Auction. It may seem too early for this and it is !!. But those who may wish to donate items and take a tax deduction it is time to think about it. Desired are items of military and aviation interest: military items, airplane parts, aviation art, models and unique items.

Flight Tracking

Do you have friends or family flying in tonight? A business colleague coming in for a meeting? Will your partner get back before you need the airplane? Find out where in the air they are with FlyteComm. <http://www.flytecomm.com/cgi-bin/trackflight>

Bud Evans, Public Relations Officer

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After I returned from my 5 months of flying nuclear bomb test flights in the South Pacific I was assigned to the world's most prestigious test pilot job in the world, Fighter Test Operations at the USAF Flight Test Center, Edwards AFB, CA. The variety of aircraft was not quite as large as we had in Fighter Test Operations at Wright-Patterson but the cutting edge of aviation technology at Edwards was phenomenal. The Supersonic age was just in its infancy and the Fighter aircraft that were in their early flight testing were the: F-100A, C, D and F, F-101A, F-102A, F-104 A & C and F-105A. When I first arrived I was the "New Guy" and got to fly some of the test flights on all of the programs that were active but it was a few months before I was assigned my first test program, the F-101A Performance tests. Because of my extensive jet experience in combat and nuclear bomb tests I was assigned a program that was a fighter pilots dream. The project required bomb deliveries in the toss and over-the-shoulder deliveries in the F-86F, F-86H and F-100A & C. The purpose was to have instrumented tracking sites follow the steel 500 and 1,000 pound bombs and then track the nuclear bomb shapes delivered from the three aircraft at the same speeds and delivery angles. This would allow operational units to establish the proper training parameters for using the large surplus of steel bombs for nuclear bomb delivery practice. I flew as many as 6 flights in a day landing from an F-86 flight and jumping into an F-100 that was loaded and ready and repeating the process all day. Most flights lasted 20 to 30 minutes. My speeds on the run in at 100 feet was 560 knots followed by a "4g" pull-up, holding it until bomb release. The over-the-shoulder release (110 degrees) was 3-g's at release.

The fact that I was at Edwards for two months before I started participating in the new aircraft test programs didn't bother me a bit. In late December 1956 I started flying on the Phase "4" in the F-104A. Shortly after that I was assigned as the Primary Test Pilot on the F-101A and No. 2 pilot on the F-102A. I was still flying bomb delivery missions and "Safety Chase" flights on the X-1E, DD-558 and high risk Air Force NACA and contractors.

I wrote my story in the Unscramble recently about my Thunderstorm incident while flying an F-80 back to Andrews to attend the funeral of one of two test pilots killed in an accident at Edwards. On my return to Edwards my wife noted that there was blood on the back of the right leg of my flight suit. She insisted I show it to the doctor the next day when I had my physical check-up that was required prior to my going back to Wright-Patterson AFB for a custom fitting of my partial pressure suit. After my check-up I asked the Flight Surgeon to check the mole that had been bleeding. He looked at it and then told me to wait while he talked to the Chief Surgeon. When they returned and examined the mole the Chief Surgeon and his words will live in my memory forever. "If that mole was on my leg I would want it removed right now but the Surgery people have gone home for today so I want you here at 0600 tomorrow morning" Despite my objections and trying to have them wait until I returned from Wright-Patterson he insisted so I had the mole removed first thing the next morning. They removed a large area from the back of my thigh and placed it in a jar with instructions to send it to the Air Force General Hospital. I had to spend the night in the hospital but 2 days later I left for my new pressure suite fitting and high altitude chamber flight (100,000 feet) to check the suit fit.



Things seemed to really be going my way until three weeks later when I had just about forgotten about the mole and my euphoria of being in “pilots Heaven” collapsed. I was faced with the reality of what the most deadly cancer was. Malignant Melanoma was the diagnosis and beginning of the toughest ordeal anyone ever has to face. I was facing the uncertainty as to whether I would survive the operation much less ever fly again. That was a critical point in my life and career as a pilot not to mention test pilot. Following my 51/2 months in the hospital it took another 9 ½ months of fighting to get the USAF to place me back on flying status. The irony was that the illogical reason given was “ Because I would be flying test flights over un-inhabited areas (in case I had a relapse from my cancer) and would be flying single seat fighters, I would not be endangering any other lives”, therefore I was returned to flight status. Amazing what some of the Surgeon Generals Panels regarding flight status of Air Force pilots was made up of doctors most of whom knew so little about pilots and flying.. Fortunately for me, General Don Flickinger was the Surgeon General of the Research and Development Command and he took my case before the Panel. I owe him many thanks for allowing me to continue to extending my fling career from 1958 until now.



Art Vance killed flying an F4F Hellcat



Art Vance, a California man, was killed in a crash involving a World War II fighter plane on Saturday, October 8, 2005 was ferrying the craft to Arkansas for an air show.

Mark Foster, vice president of the Planes of Fame Museum in Chino, California, said Art Vance, 64, of Sebastopol, California, was one of several volunteers who fly vintage aircraft in the museum's collection to air shows around the country. "He had been with us for many years," Foster said.

Vance was flying a 1944 Grumman F6F Hellcat, a U.S. military fighter used widely in World War II. No one else was injured when Vance apparently tried to make an emergency landing in an elevated, rocky, forested area separating the lanes of Interstate 40 near Cookeville on Saturday afternoon. Authorities said the plane crashed and caught fire. The Federal Aviation Administration is investigating the accident.

Planes of Fame has about 150 aircraft, many of which are in flying condition, and appear at air shows. The Hellcat was one of the first in the collection of the museum, which first opened in 1957, Foster said. The plane was being flown from Sevierville, Tenn. to the Little Rock area for an air show. The Little Rock Air Force Base at Jacksonville during the weekend held ceremonies marking its 50th anniversary. A memorial for Vance will be held later at the museum, Foster said.

Traffic was backed up for more than five hours near the site of the accident about five miles east of Cookeville as emergency crews worked at the site of the crash, Department of Safety spokeswoman Melissa McDonald said. Traffic in the rugged area was heavier than usual because of fans leaving the University of Tennessee game in Knoxville.

The plane leaked fuel onto the interstate, which caused authorities to close all westbound lanes at one point, she said.

<http://www.planesoffame.org/photos.php>

ADIZ Alert

It appears pilots are responding to the national alert to protest permanent implementation of the Washington Air Defense Identification Zone. More than 1,200 fresh protests had been registered. The flurry pushed the total number of comments registered on the controversial Notice of Proposed Rulemaking (NPRM) to a little more than 2,000. Deadline for submissions is Nov. 2. The ADIZ is an exaggerated response to the minimal threat posed by light aircraft. The capital has all the protection it needs from the 15-nm flight restricted zone (FRZ) around Washington. The 3,000-square-mile ADIZ causes operational and economic disruption, not to mention dramatically increasing a pilot's chances of being shot down. It's not just D.C.-area pilots who should be concerned: "... such an action paves the way for costly, confusing flight restrictions within the footprint of every Class B airspace around the country." Other cities are considering asking for similar "protection" and this NPRM could be the catalyst.

SCHEDULE OF EVENTS



Major Edward Horn, USAF Retd. and his wife Virginia at the October Membership Dinner. As our guest speaker, Major Horn had a very interesting slide show and presentation of his life as a POW in the German camps. Our audience was spell-bound and very appreciative of his time and effort to share his experience.

VAC Schedule of Events for the Fall

November 12, 2005 - Membership Dinner

Saturday @ 5:30 Happy Hour

6:30 Dinner (\$15)

7:00 Guest Speaker & Photo Display

Capt. Elwood "Pappy" Neener, USAF, Retd. Pearl Harbor survivor and photographer

Please call the office for reservations: 321-268-942

November 12 and 13, 2005

VETERANS DAY OPEN HOUSE AT THE MUSEUM

Free to all active and retired Military and Brevard County residents. Come tour the Museum, have a hot dog & coke and meet some great people from Brevard!

December 1, 2005 - Thursday 10:30 AM

Annual Christmas Decorating Day at the Museum and Volunteer Luncheon

Ladies bring a dessert and come help give the Museum some Christmas Spirit. We will break for lunch with the combined restoration crews at 12:00 (Spaghetti, lasagna, salad & garlic bread) We will kick-off the Christmas season and welcome all our "northern friends" back in town.

December 10, 2005 - Membership Christmas Party

Saturday @ 5:30 Happy Hour

6:30 Dinner (\$15)

"Back by popular demand" the YANKEE TRADER GIFT EXCHANGE!! If you like to play, bring a wrapped gift of \$10 or less to be exchanged during the fun-filled event. Let's relax, get to know one another and spread the Christmas Spirit!

Please call the office for reservations: 321-268-942



Nose Art

UN- SCRAMBLE

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