



# UN-SCRAMBLE

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

November 2005



Official Bulletin of the Valiant Air Command  
 A 501c(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](mailto: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.*



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**EXECUTIVE AND SUPPORT 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 <i>gayell23@netzero.com</i>	Norm Lindsay 321-267-3622
PERSONNEL OFFICER <i>Vacinformation@AOL.com</i>	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 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: I think that the parts coming from Minnesota are like "The check is in the mail." They still haven't arrived. As this is the only dealer that has the parts, we will just have to wait.

ME-208: The left main gear now holds pressure. Reinstalled the left gear and removed the ME-208 from jacks. Just have some cosmetic clean-up, and then will move the ME-208 to the display hangar.

F-5E: The two barrel nuts for the forward center section attach pins arrived from Northrop Grumman, St. Augustine, and are installed. We then extended the left/right landing gear, installed the left/right brakes and wheels. Removed the F-5E from jacks and started to connect the electrical, hydraulic lines and cables. With the center section/wings mated to the fuselage, there is very little space between the two to make the necessary connections.

TA-4J: Removing the black paint from inside and outside the canopy is a slow, time-consuming task that requires a lot of elbow action. However, is starting to show progress.

R-2800: Fabricating the 18 oil lines for the Hellcat engine requires a template and a mold to form all 36 lines the same and reworking 72 commercial fittings. The engine stand for the R-2800 is in rework, putting casters on and a fresh paint job.

RUSSIAN MORTAR: The Russian Mortar has completed the restoration cycle and has been moved to the display hangar.

WORK STANDS: Have acquired two excess work stands from Northrop Grumman that are in the rework cycle. Will install new plywood on the platform area and install casters for base of movement in the restoration hangar.

A long-time member of the restoration crew, Vinny Quinn, passed away September 18, 2005. His Irish wit will be missed by all who knew him.

**FAA AIRSHOW POLICY CHANGES OK WITH EAA**

The FAA has listened to the concerns of EAA and the air show community, and an updated list of changes to air show policies shows that most of EAA's recommendations will be included when the policies are updated. "We are very pleased that FAA worked with EAA, the International Council of Air Shows and other groups as the agency developed these policy statements," said Earl Lawrence, EAA's vice president of industry and regulatory affairs. The tweaks mean that warbird shows will still be able to enter the show airspace from different directions, when flying above 1,000 AGL. Media photographers will still be allowed to approach closer than the general public. Also, landmarks will still be OK to use as corner markers for airspace boxes when practical. FAA has worked with air show and aerobatic groups to maintain the best level of air show safety in the world, while not causing unnecessary costs for air show organizers or hampering displays of historic and vintage aircraft.

**VALIANT AIR COMMAND MUSEUM OPEN HOUSE**

Pearl Harbor Survivors, Ralph Landreth (with wife, Virginia), Elwood "Pappy" Neener, Kay Honour and Hatcher James at the recent Valiant Air Command Museum Open House, and photo display.

The Museum hosted approximately 500 visitors during the two-day event.

Our Pearl Harbor Survivors were on hand Sunday for a luncheon and to share their experiences at Pearl Harbor with the visitors. The event resulted in new memberships and volunteers interested in the restoration projects and tour guide program.

The weekend was considered a great success and a major "thank you" goes out to all the volunteers that helped make it possible. Everyone showed up to unpack and repack the many photos that "Pappy" Neener brought to display. Pappy's photos were particularly interesting to see after his enlightening talk on Saturday evening at the membership dinner.

A special "Thank You" to Ginger for a great job on the Hot Dog cart! Everyone loved the "American Made" hot dogs! Also to Crystal for managing all those people and to Augie for all the wonderful media

ATC: N1234 traffic 1 o'clock, 6 miles.

N1234: Right ... uh ... we're in a cloud.

(short pause)

ATC: Then you won't see her.

N1234: Roger. Negative traffic, 234.

**Bob James, Maintenance Officer**

321-453-6995

*stinsonj@brevard.net*

Merry Christmas and a Happy New Year to all. It's hard to believe that another year is nearly past. I hope that it has been good one for all of you and that 2006 will even be better.

C47-The left engine build up is continuing. The dishpan has been installed and the exhaust manifold is in work. All the flex hoses will be replaced with new material. The Aeroquip hose ends will be reused if they are in acceptable condition saving a modest amount of money.

A new cylinder temperature cable for the left engine is being installed up to the firewall. Several connectors are needed for the firewall interface however this task has been made more difficult as our parts manual and maintenance manual call out the wrong part! More research will be required to obtain the needed parts.

The pitot heaters, pitot and static tubing from our donor C47 are being checked out prior to installing the probes and masts for the pilot and copilot on the Tico-Belle.

We are hoping that the crane will be repaired soon thus allowing us to mount the right engine prior to the end of the year.

TBM-Six skin panels aft of the turret have been replaced due to corrosion on the original skin panels. The hydraulic tubing for the bomb bay actuation circuit is well under way and should be completed prior to the end of the year. The removal of the old paint is continuing.

L13-The Lycoming R680 engine trial installation is progressing with fit ups of the cowling that is being fabricated.

**Bob Frazier, Procurement Officer**

561-848-4549

*aircraftfrahf@AOL.cxom*

With Hurricane Wilma, no power, and 3 weeks without a phone and computer there is little to report this month. Also we are still waiting for delivery of the S-55/H-19 helicopter. It's tough scheduling transport trucking these days.

With a big help from KEN TERRY and his friends we were able to support Pratt & Whitney's Family Day in West Palm Beach with static display airplanes. I was further able to find a couple of others at Indiantown and North County airports. Ken's formation team put on a little flying demonstration that spiced up the day. The night before we were invited by P&W to a pilots dinner that was great and an evening of very interesting conversation.

And may you all have a happy and safe THANKSGIVING.

**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.

## Alice Iacuzzo, Personnel Officer

321-799-4040

*Vacinformation@AOL.com*

### NEW COLONELS

Jean	Felton	Port Saint John	FL	George & Wanda	Irwin	Cocoa	FL
Cynthia Malinda	Irwin	Cocoa	FL	Robert	Jones	Merritt Island	FL

### RENEWING COLONELS

Jack & Rosa	Bohrer	APO	AP	Thomas & Ruth	Morris	Satellite Beach	FL
Charles	Clements	East Palaka	FL	Fran	Paika	Sparks	NV
Barry & Sandra	Cropp	Eustis	FL	Morris & Sherry	Ray, MD	Memphis	TN
James	Eubanks	Snellville	GA	James	Rhinehart	Tampa	FL
Harold	Ewing	Hopkins	SC	Donald	Riggle	Titusville	FL
Jerry Alicia	Goodchild	Merritt Island	FL	Richard	Schwartz	Palm Beach Gardens	FL
Crystl Glen	Hedden	Titusville	FL	Tom	Skelley	Titusville	FL
Barry & Scott	Holm	Vero Beach	FL	Dennis & Sharon	Sherman	N Palm Beach	FL
Jerry	Hughes	Springfield	TN	Roland	Silen	Titusville	FL
William	Jackson	Delray Beach	FL	Robert	Tullius	Sebring	FL
Carver	Kennedy	Fayetteville	GA	Albert & June	Tarter	Oviedo	FL
Leo	Kerwin	Cape Canaveral	FL	Walter	Wagner	Titusville	FL
Leo	Kordick	Titusville	FL	David & Denise	Wall	Ocala	FL
Harry	McNamara	Titusville	FL	Joseph	Weber	Fair Lawn	NJ
Alexander	MacDougall	Springfield	MA	Jim	Weldon	Port Orange	FL

#### Airshow Motels

The rooms will be limited so call early and reserve. Give them your member # and credit card to reserve. Some may have rates with AARP/AAA

#### Exit 215

Randolph Inn	U.S. 1 & 95	321 269 5945	55.00
Riverside Inn	U.S. 1 & 95	321 267 7900	89.00
Holiday Inn	U.S.1 & 95	321 269 2121	80.00
Best Western	I-95- Exit 215	321 269 9100	98.00

9 miles from airshow site. Easy access to Orlando and Cocoa Beach.

Econo Lodge U.S.1 & SR 528 321 632 4561 52.00 + Breakfast (before Feb 25th) (they have week rates )

Beachside Radisson Inn A1A 321 784 0000 129.00 (Special)

I have a list of over 50 hotels in the area and I will send it to you on request.

#### Vendors

I can use vendors that sell tools, parts etc.. Send me the names and I will follow up by contacting them. If you have an aircraft, boat, special rides etc. (that needs approximately. 20x20 space)...Indoor space 8x10) for sale. We will place the aircraft near the vendor line. (Inside space 8x12) Call or E mail me at the office for information. Space are \$400.00 for the three day show. We have fifteen vendors coming back each

year. Email [Vacinformation@aol.com](mailto:Vacinformation@aol.com) or 321 2681941.

#### Historian...Bob & Betsy Cushman

Bob & Betsy will be out there again with their crew of Historians. The Historians work on the flightline, opened 9-12 noon. Each Historian has one aircraft that they are knowledgeable about and can answer questions. You can call Bob or Betsy, if you would like to help Cell phone 407 920 8652. "Win your Wings" for the children has been popular year after year

#### PSA (Public Service Announcements)

"You can help" without leaving home. As a Non Profit Educational organization the radio stations and television stations must put on some PSAs...why not take advantage of them and help your organization by calling and placing the information about the airshow or museum with the stations to make these announcements. Its fun to see how many stations you can get to do this. Also there are newspapers that will put out free information. Newspapers will also make announcements free. Each paper has free advertising under different names. They have "Whats" happening columns, Briefs, social, etc. Even a small blurb announcing the dates of the airshow would help. They come in many names but they are there in your local paper. The airshow form I send out has all the information about the airshow right on it. If you do not have one I will be happy to send it to you...Give it a try, advertising is a very expensive part of the airshow but you...can help. Call Augie at 321 268 1941 or Email [vacinfo1@aol.com](mailto:vacinfo1@aol.com)

#### Posters

The Airshow Posters will be in the near future do you have some place to locate them. We will mail them to you if you can't come in. Call 321 268 1941

#### Volunteer Forms

Thanks to those members for returning their volunteer forms to the VAC. It helps to know where you will work and makes you an official volunteer. Remember if you are staying at a hotel...having meals out when you are volunteering there are many tax write offs that you can take for your services. Check with your accountant or read the rules. Its a wonderful place to be after spending the cold winter up North.

Membership Cards. Only deep aqua membership cards (aqua dot) with your name and dates will be accepted as proof of membership. If your card is not aqua... please call the office.

#### Door Prizes and Raffle Donations/Auction Items/Display

We are a little behind....we can use some help in this area. If you have something we can use for a door prize or raffle, auction...let us know. Whether it is tickets to Disney, Space Center, ride on an aircraft or some restaurant (whatever). Look around your house. You may have something that can be used in the auction or for display. Think Valiant Air Command for donations. All items will receive a tax deductible receipt. You help us operate the museum and restore aircraft by these donation Again thanks for your help!!! We are recognized by the IRS for Donations A.I.

Only Aqua (blue green) membership cards will be honored during Airshow, so please get yours early...Thanks

#### SPONSORS TICO WARIBIRD AIRSHOW 2006.

Thanks for the immediate response of several of our members for \$45.00 sponsorship.

Bob Tullius	\$45.00
Bob McNamara	\$45.00
Sandra & Barry Cropp	\$90.00 (2)

## Bud Evans, Public Relations Officer

321-984-4549

*NABUEVANS@cfl.rr.com*

### F-106 (non) first flight



Most of my stories for the past 4 years have been about occurrences in flight that have been potentially catastrophic. We always consider that serious accidents in aircraft involve contact with the ground or some object on the ground. This is most often preceded by having first left the ground and are actually in the act of flying an aircraft. In this month's story I relate a potentially fatal incident that happened to me before I left the ground.

We all (as pilots) know that the first flight in any aircraft is an exciting if not somewhat of a nerve tingling event. I have had many opportunities to experience both and being in the flight testing business for over 38 years they each offer a new wrinkle. The one I am telling you about today is my first check-out in the F-106A. It was still in the early flight testing phase and there were only two test aircraft at the Convair Test Facility at Edwards AFB. As the No #2 USAF test pilot on the program, I reported to the Convair flight test hangar located on the Edwards Northwest ramp. That area was the location of all of the aircraft companies who were under-going flight tests on newly designed aircraft.

Dick Johnson, a former test pilot at Wright-Patterson AFB in Ohio was Chief Test Pilot for Convair and Capt. "Hank" Gordon was the Primary test pilot from our Fighter Flight Test Section at Edwards. Between the two of them they managed to give me a quick flight briefing and cockpit check. The F-106A was larger than its predecessor the F-102 and was powered by the powerful P&W J-75 engine.----- (Note that Bob Frazier)

After starting the engine and going through my "after-start" checks, I gave the ground crew the signal and they removed the wheel chocks. I had been warned that the thrust at idle was a little high and required the use of brakes while taxiing. As the aircraft began to roll, I tapped the brakes and found I was pushing against brake pedals that were "welded" in place! The 3,350 psi hydraulic pressure in the brake system had somehow locked the system and there was no way that I could overcome the problem. The aircraft continued accelerating towards the end of the parking area and down the inclined taxi-way which intersected the East-



West main taxiway. I continued my attempts to apply the brakes but my efforts continued to be met by solid unmoving brake pedals. I had switched to Edwards tower radio frequency before starting my taxiing in order to receive taxi and take-off instructions so I could not reach Convair Flight Test Radio to see if there was something about the brake system I might have missed in the briefings? The F-106 "Super Dart" picked up speed as I accelerated down the Convair ramp. I left skid marks on the taxi-way when I made the 90 degree turn toward the runway. The East-west taxiway made a 45 degree left turn as it joined the main ramp of the base and proceeded about 6,000 feet towards the main runway. Although the taxiway I was on had a slight incline upwards towards the intersection, my speed continued to increase unabated. I was having all kinds of options racing through my brain but none seemed very practical. I was worried about other aircraft taxiing on the main taxiway which might appear in front of me and I was not pleased with the thought of colliding with another test aircraft. I had nose wheel steering operating which was a plus. I thought that after making the turn onto the taxiway towards the runway I could push the throttle to full power, light the afterburner and have room to take-off before reaching the main runway. I was doing over 100.knots as I skidded around the 45 degree turn heading down the taxiway ready to push the throttle forward to make my take-off. Much to my horror I saw a flight of F-104's and their armament vehicles directly ahead of me slowly heading for the run-up area at the end of my taxiway. (The F-104A was undergoing phase VI testing and the first Squadron to be equipped with the aircraft had a small test group of maintenance, weapons technicians and pilots to participate in this operational phase of testing the new aircraft). This gaggle was en-route to the run-up area to have their ordnance armed for a live firing mission.

I made the instantaneous decision and turned the aircraft into the desert infield and shut off the engine. As soon as I did this the aircraft nose-wheel steering ceased to work and I became a passenger at 115 to 120 knots, sitting in an unfamiliar cockpit and carrying a full fuel load. I knew that there were all sorts of obstacles in the desert area I was entering. There were wells, abandoned rail road tracks and foundations of old adobe buildings from a stage coach and rail station that had once existed in that area. I was also aware of the nasty possibilities of what disasters were awaiting me when I plowed into the sand, tumbleweeds and gravel area completely at the mercy of fate!! Unfortunately I didn't feel that I had any other options. The ride was extremely rough and I was braced to hit some solid object that was most certainly going to really ruin my day. Much to my surprise the F-106 sped along on its bumpy ride finally making a hard left turn as we entered a bowl shaped sunken area. The aircraft turned about 210 degrees while circling into the depression and came to a sudden bumpy halt. By this time I was aware that the tower must have seen what was happening to me. I lost radio contact when I shut the engine down. The ride seemed to never end and every second seemed as though it be my last. As it turned out it was another "HO HUM" day.

Shortly after I stopped, the Emergency and Convair Flight Test vehicles arrived. They attached the ladder and helped me climb down from the cockpit. I rode back along the path I had engraved in the desert and Dick Johnson pointed out the solid objects that the F-106 barely missed during my uncontrolled trip through to remnants of the abandoned town of Muroc. Many of the remnants could very easily have been the object of a deadly impact. If anyone had observed that track they would have no doubt that I have a "Guardian Angel"

Shortly after this incident the Convair/P&W engineers designed a system to reduce the idle thrust power in the F-106. This saved wear on brake pads and pilots. The power brake system was also redesigned so that the power system could not suffer a pressure lock the way it had on this flight attempt of mine. A day or two later I began flying with the F-106 Test Force and enjoyed many flights in what turned out to be a really fine Interceptor. I was most surprised when I received the Base Monthly Flying Safety Award for this incident. I guess it was because it was the first F-106A test aircraft at Edwards and through no effort of my own, I had avoided all the obstacles without damaging it. It also seemed strange to receive a "Flying Safety Award" without ever getting airborne!



## HOLIDAY EVENT SCHEDULE AT THE MUSEUM

### **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, 268-1942

## Live ATC Audio feeds

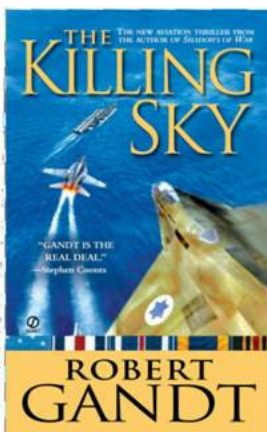
Live ATC net was launched as a resource for those who enjoy listening to live Air Traffic Control (ATC)...aviation enthusiasts, student pilots, student air traffic controllers, flight simulation enthusiasts, FBO operators, airline operators, and anyone with an interest in aviation communications.

Live ATC net is a growing site geared to providing you with a sampling of live ATC radio traffic from around the world. They concentrate on providing ATC audio streams with high sound quality using MP3 streaming audio technology.

<http://www.liveatc.net/index.php>



## How close is too close?



Fifth in the best selling series of Naval Aviation thrillers by Colonel Bob Gandt, released 1 Nov. by Penguin Putnam. What the reviewers are saying:

"Gandt is the real deal." Stephen Coonts, bestselling author of *Flight of the Intruder*.

"Gandt's combat scenes are excellent!" Dale Brown, author of *Flight of the Old Dog*.

"Gandt is a rare treasure, a Navy jet jock with the gift of being able to tell a compelling story in a believable and exciting manner that leaves the reader exhausted in the end." *Pacific Flyer*



More Nose Art

**UN- SCRAMBLE**

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

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