



UN-SCRAMBLE



Official Bulletin of the Valiant Air Command

MAY 2006

<p>VALIANT AIR COMMAND <i>Dedicated to the restoring military aircraft</i> A 501c(3) Non-Profit Organization 6600 Tico Road Titusville, Florida 32780-8009 Phone: 321-268-1941 FAX: 321-268-5969 Email: vacwarbirds@bellsouth.net Website: www.vacwarbirds.org</p>	<p>VAC Warbird Museum Open 7 days a week, 10:00 AM-6:00 PM except the day of Thanksgiving, Christmas & New Years Admission Adults \$12.00 Seniors/Military \$10.00 Children 4-12 years \$5.00 Special Tour & Family Rates available Gift Shop open</p>
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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.

NEXT BOARD MEETING

Day: June 13th, 2006
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 soon after publication.

www.vacwarbirds.org

EMAIL CHANGE

Please note that our Email has changed to:

vacwarbirds@bellsouth.net



The 2006 National Memorial Day Concert features a host of award-winning stars and well-known personalities including the U.S. Air Force Ceremonial Brass and the U.S. Air Force Singing Sergeants. The Concert will be broadcast live on PBS from the West Lawn of the U.S. Capitol on Sunday, May 28, 2006 from 8:00 to 9:30 pm ET. Continued on page 2





"The 2006 concert recounts the heroic story of veteran Corbin Willis (center), featured in the segment honoring the pilots who flew with the Air Force during WW II."

(Photo courtesy of the Library of Congress, American Folk life Center, Veterans History Project. Collection of Corbin Willis.)

Brave Air Force Pilots of WW II

For the young pilots who flew the World War II missions, the air war in Europe was daring, dramatic, and extremely dangerous. More than half the planes were lost, with 95,000 casualties, and more than 50,000 airmen ended up in POW camps.

On the eve of the 60th anniversary of the United States Air Force, the 2006 National Memorial Day Concert on PBS will pay tribute to the brave pilots of World War II who fought in the European theatre particularly those who were captured as POWs.

Corbin Willis's Story

This year's Concert will feature the story of Second Lt. Corbin Willis, Jr., who flew on 22 dangerous B-17 missions during World War II as a 21-year-old co-pilot, he recalls.

"When I started flying missions over Germany in July of '44, I heard there was a 91 percent attrition rate but I guess at my age I just thought I would be in the 9 percent that did make it."

His luck held out until his 22nd mission, when anti-aircraft shells hit his plane. Willis's ability to survive and triumph over the experiences that followed months of hardship in overcrowded Germany POW camps, a return home to a family that thought he was dead and then service as a flight leader and test pilot in Korea are a testament to his faith, courage and belief in the future.

During the Concert, broadcast live on PBS on May 28th, hear Corbin Willis's story, in his own words, in a stirring recitation by distinguished actor and decorated World War II veteran Charles Durning.

Check your TV guide for your local PBS station. In the Orlando area it is WMFE Channel 24. If for some reason you miss seeing this tribute consult your local station for when the program will air again.

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EDITORS CORNER

Hello again, I just wanted to remind you that we print the un-scramble here at the Valiant Air Command. The first page is done in color on the laser printer. The remaining pages are done on our copy machine so if the pictures aren't crystal clear or you would like to see them in color if a color copy exists, you can do so on the web at www.vacwarbirds.org. My apologies to the photographers for any distortion our copier may have applied to your work.

Share Your Stories or Write a Remembrance

For veterans, the memories, images and flashbacks are so painful that they often have great difficulty talking about them. Yet sharing these stories can have a powerful healing effect. As our Veterans enter their "Golden Years", I would like to start a Sharing Your Stories section. Next month I will feature a Veterans Questionnaire that can help veterans and their families get started.

Each service member's story is a part of our nation's history and needs to be told and retold and remembered. We will invite you to share the story of a spouse, a child, a parent, another relative or a friend who died in one of America's conflicts. You can contribute a eulogy, a remembrance or a prayer in their honor, or share your own story of grief over the loss of a loved one. You will have the choice of the story being published or kept private.

OFFICERS REPORTS

COMMANDING OFFICER

Lloyd Morris

I don't have much to say this month. Things are settling down and getting organized. Ann and Bob James along with two very dedicated volunteers Jean Felton and Joan Dorrell have been cleaning, organizing, sifting through piles of papers, moving desks, building walls, and hosting an array of events. This past week they hosted two events at once. The one upstairs was for the Gryphon Group, a fine group of young men heading off to war to serve our country and keep us a free nation. Good Luck to you men from all of us here at the Valiant Air Command. At the same time downstairs we were honoring the Mother's in our organization. Bob, Jean and Joan you are amazing and I would like to thank you for all your enthusiasm and hard work. Ann you are an extraordinary event coordinator!

EXECUTIVE OFFICER

Hal Larkin

F-5E: The restoration is complete with the exception of ten missing parts, of which eight are in the cockpit. The other two are the L/R wingtips, rocket rails. The F-5E is ready to be moved to the display hangar as soon as we make room. First, we will have to move the Panther and Avenger out of the restoration hangar to enable us to move the F-5E.

TA-4J: Activity on the TA-4J has increased, as that is our main restoration project. Most of the flight controls have been painted a prime coat and are in the clean-up cycle prior to installation.

The cockpit rework is coming along at a rapid pace. We just finished a five-page list of missing parts. Now the fun begins trying to locate all the missing parts. The right fairing that covers the flap actuation is missing. We have made a mold and will fabricate a replacement fairing of fiberglass.

R-2800: The engine stand for the R-2800 is in rework installing castors so that when the R-2800 is complete, we will be able to move it without a fork truck.

We just received a R-2800-42 incomplete engine. This engine will be stripped down to the power section, leaving both ends open so that visitors can see how a round engine works.

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PERSONNEL OFFICER

Norm Lindsay

I wish I could write and thank each and every volunteer who worked at the air show but, due to the increased workload during this office's transition period this is not feasible. I would like to take this opportunity to offer mine, and the rest of the Board of Directors, sincere thanks for all your hard work and efforts that made this Airshow a great success. Without our volunteers there would not be an air show. You all make it happen.

Planning for the 2007 Air Show will begin June 2006 so prepare your bodies and minds, talk to your friends into volunteering and joining our fine organization and we will see you at next years show. Once more, THANK YOU VERY MUCH for your time and efforts.

Norm Lindsay
Personnel Officer

MAINTENANCE OFFICER

Robert E. James

C47-We are closing in on final series of flex hoses on both the left and right engines. There are ten hoses that must be fabricated for the prop feathering system. These will be sent out to an outside professional hose fabricator as their system function is critical to flight safety. If an engine failure occurs the feathering system must work properly as the aircraft will not have any single engine performance with a windmilling prop. Additional difficulties were associated with finding the proper adapters from the oil pump inlet to the flex hose from the oil tank outlet. Hopefully this problem is now resolved. During trouble shooting of the right engine instrumentation system an open circuit was found in the cylinder temperature thermocouple line that will require replacement of it. The new cable has been obtained, however it is 35 feet long and the replacement of the cable will be time consuming.

TBM-Currently the right elevator is under going some fabric repair. Following that repair the right elevator both the right and left elevators will be painted with the gloss sea blue. The ailerons also require painting. After completion of the control surface painting and replacement of the interface bearing the control surfaces will be installed. Other work in progress is the preparation of the internal cockpit, bomb bay and rear compartment for final painting (using the mil spec interior green). Other detailing of the exterior markings is continuing.

UTVA-The engine driven fuel pump out put pressure has been reset and the pump has been reinstalled. Other work to replace some circuit breakers and rebuild the circuit breaker panel is continuing. Some other wiring for the volt/ammeter is also is required.

Robert E. James
Maintenance Director

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**PUBLIC RELATIONS OFFICER
N.C. "Bud" Evans**

The activities at the museum have created some very dedication of effort by the regular doers of the volunteers and staff. The pilots of the Quiet Birdmen's group enjoyed the Dinner held on The 29th of April. It was a great success and many compliments were made for the usual outstanding job done by Anne James and her helpers.

Augie and Anne along with all of the volunteers provided another wonderful luncheon for the appreciation luncheon for volunteers of the 2006 Warbird air show. I was late arriving and there were no parking places available and I was not able to walk from the only spots to park out on the street. I could see that with such a great turn out my presence would not be missed.

The next V.A.C. event on the upcoming schedule is Our Memorial Day weekend OPEN HOUSE. On the weekend of May 27, 28 and 29th 10:00 AM to 5:00 PM the museum will be FREE to all military and Brevard County residents. Hot Dog Stand will be open! Augie, Crystal and Ginger will be assisting with Anne's arrangements for this big weekend with all of the other volunteers. So come and bring friends to show them what your museum is all about.

The predicted change in WEB Site address and museum admission prices will require some revisions in our brochure and we have several proposed changes to be made with our new brochure order. This will require some time to resolve and will give the girls in the P.X. some extra work in sorting the old from the new when dealing with tourists. Our new Admission prices are: \$12.00 for adults, \$10.00 for Seniors and Military, \$5.00 for Children 4-12. Children under 4 are free. Tour and Family rates available.

**PROCUREMENT OFFICER
Robert H. Frazier Jr.**

Things have been quiet this month, and, in particular, since the Air Show. We are fortunate, however, in that Tim Plunkett has donated his Russian MIG-17 fighter to the Museum. All necessary paperwork for VAC ownership has been sent to the FAA.

A little earlier than that, Sandy Crile donated his Air Force Sikorsky S-55/H-19 helicopter to the Museum. Paperwork still has to be processed.

The Museum inventory for the items on loan from the (Florida) Bureau of Federal Property Assistance has been completed. The information and photographs have been submitted to the office in Starke, Florida.

We have also been able to sell a good number of the old and duplicate military uniforms owned by the VAC. Funds go into the VAC Operating Account.

OPERATIONS OFFICER

Ken Terry

Since the April Board Meeting I have visited the Alligator Farm, Petting Zoo, and Beach several times, each time with several different sets of Grandchildren. This has absolutely nothing to do with the VAC, other than to explain why I have been a little out of the loop recently. In preparation for next month's report my plans are to be in Minnesota for the first Grandchild's College Graduation. (How's that for covering the age spectrum?)

Back to VAC business – Ted McDaniel – from the tower at Space Coast Regional retired as of May 6, 2006. In commemoration of all his great work with the pilots and aircraft of the VAC we arranged for several fly-bys.

Thank You Ted!

The items presented at the April Board Meeting are still under consideration, so if you have any thoughts please send them to me.

I feel like I am still missing many fuel reimbursement requests. If you plan on not asking for reimbursement please drop me a note to that effect.

If you requested reimbursement and have not received it yet, please resubmit your request.

We need to close out the accounting on the Air Show, which, while not making us rich by any stretch of the imagination, appears to be profitable enough to keep the doors open through the summer.



Photo from the "Step A Head" award story on page 15 & 16

NEW AND RENEWING COLONELS

LAST NAME	FIRST	SPOUSE	CITY	STATE
NEW MEMBERSHIPS				
Barney	Lyle W.	Diane L.	Melbourne	FL
Black	Roger G		Melbourne	FL
Catechis	Beverly	Don Miller	Cocoa	FL
Krugman-Kadi	Eilon		Gainesville	FL
Norville	Gary	Carole	New Smyrna Beach	FL
RENEWAL MEMBERSHIPS				
Bond	James	Helen	Jamaica	NY
Christensen	Robert		Titusville	FL
Cleary	John	Dorothy	Titusville	FL
Conway	William P	Mardel K	Mims	FL
Fazan	Jeff		Jacksonville	FL
Herb	Howard	"Bomber"	Venice	FL
Holt	Daniel	Sarah	Orlando	FL
Jardine	Tom	Ruth	Cocoa	FL
Land	Jerry B	Patrick	Fernandina Beach	FL
LeLacheur	Kenneth J		Milford	CT
Lyons	Rodger V	Jean N	Titusville	FL
Mitchell	David	Lori	Titusville	FL
Odom	William P		Johnson City	TN
Rico	Alfred A	Kathleen	Jensen Beach	FL

IN THEIR HONOR AND MEMORY

The VAC has made a donation to the City of Titusville, FL., which is our home base, to the Avenue of Flags.

For the past 30 year's Titusville citizens and Businesses have continued to support this Patriotic Display along US 1 in Titusville.

Our donation was sent in honor of Josh Payne and in memory of Mike McDonough

Norm Lindsay
Personnel Officer

AVIATING WITH EVANS
N.C. "Bud" Evans



W-P: AFB Effects Aircraft making fly-by on Eniwetok for V.I.P. there for H Bomb drop

I have written some stories about my participation in the "Redwing" Nuclear Bomb Tests" in the South Pacific in 1956. This was just one of the events that proved once again that some very remote happenings ended in saving my life. This was one that allowed me to continue on to the many exciting adventures that spanned most of my life.

This flight was another example of yet another time when my fate was controlled by an outside force. I was scheduled for placement five (5) miles to the North of the first "Air Dropped H Bomb". The B-52 was to drop the bomb at a targeted spot where the bomb was to airburst at 5,000 feet above the Bikini Atoll. I had flown for over two weeks with ½ of my windscreen and the whole right side of my canopy painted glossy white to reflect the heat from the bomb. It made flying difficult due to extreme lack of visual contact with anything outside of the cockpit but I managed and even used that as excuse for me to perform a 270 degree roll each time I made my 180 degree turning break to the downwind leg on entering my traffic patterns. The ground crew enjoyed it so I performed it on all my practice and bomb aborted live missions. There were congressmen, Senators, High-ranking Military and Civilian Brass from The U.S.A. and many Allied Countries observing the test from a Naval vessel off to the South of Bikini. There were several aborted missions for various reasons such as last minute clouds over the target, B-52 malfunction and instrumentation problems so the morning the bomb was actually dropped I had flown the practice and aborted mission flight many times.

AVIATING WITH EVANS CONTINUED

The early morning take-offs in the black nights were never much fun but the hard work physically and mentally making it to the target within the 1/10th of a second were extremely tiring. The disappointment when you were steered for the last minute or even seconds before the bomb was to be dropped only to have it aborted was hard to describe.

This day of the live drop started like all other live mission days with the "Steak and Egg" breakfast for test crews and then the last minute pre-take-off briefings and finally off into the pitch black night sky. It was always just about as lonely a period of time as I have ever spent. I was flying under the hood from about 10 minutes following take-off and flew on a course that was north of the straight-line between the target and the take-off point to the target. All of the other aircraft flew on courses that were south of that line and all of the rescue aircraft and ships were positioned to the south. I always knew that if I had any problems on my 325-mile path to the target that there would be no rescue vessels or aircraft near me.

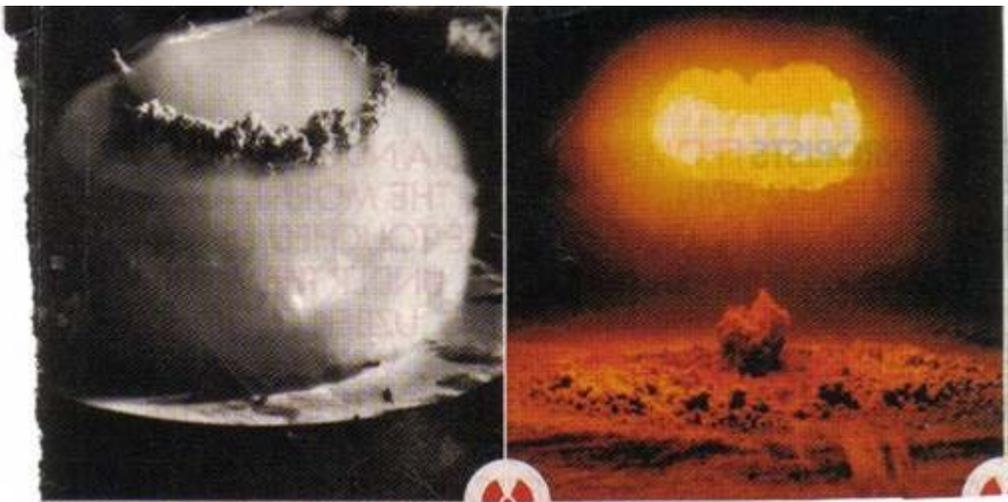
On the "live drop" mission I was working hard as usual to keep the needles centered and when it looked as though the drop was actually going to come off on this mission. I had the aircraft on course, on time and on altitude with about 5 minutes from "Time Zero". Suddenly my "Radist" needles (Which gave me my progress and heading data) flopped back and forth several times and then locked in the off position with the warning flags showing. I continued on for another 30 seconds or so waiting to see if they would return to operation. Finally while listening to the controller's countdown with less than 4 minutes from "Time Zero" the "Radist" controller called all "Radist" aircraft to abort. I was really unhappy but still had some hope that something would cause the mission to abort as it had several times in the past couple of weeks. I performed my abort procedures, which required me to make a climbing right turn to a heading back towards Eniwetok. I climbed and listened to the proceedings as the count down by the B-52 bombardier was making the drop countdown on the radio. He called "1 minutes 30 seconds to drop" and 10 seconds later called 45 seconds to drop. I caught that skipped many seconds and then listened while he continued on the new count down time and dropped what seemed to me to be close to 45 seconds early. I was not certain as to just what count down numbers I had heard but was sure he dropped early. Even though I was some distance from the explosion and flying away from the area, the sky lit up partially blinding me while I was actually in the clouds and the shock wave that reached me was packed a good heavy impact on the aircraft and me!

What happened next was not only embarrassing to listen to but pathetic. The Bombardier believing that his radio was on intercom when it was actually still on the radio where the whole world could hear his stumbling excuse. He said that he must have jumped to a closer false target and dropped early and short of the real target. Before I landed back at Eniwetok the more I thought about the stupidity of one man who was supposed to be a top man in his profession, the madder I grew that he had screwed up a tremendously expensive and important test mission! It was also a terrible disappointment after all of the flights I had flown in preparation for the extremely dangerous and difficult mission.

AVIATING WITH EVANS CONTINUED

It should have provided a very important amount of real data for the ability of the F-84F or any other similar fighter aircraft to survive the air burst explosion of a Hydrogen Bomb. There were not going to be any more dropped bombs during Operation "Red Wing" which was the code-name of this entire 1956 series of bomb tests.

The impact of my luck really hit me several hours after I landed and gave my report on my no data flight. I was back in my room trying to take my mind off of the disappointment when the Test Director, Col. Carl Ousley sent for me to come to his office. He had several of the test engineers there and they had a diagram of the actual bomb explosion location and a depiction of where my aircraft would have been had there not been a failure in the Radist Positioning System. It was a real eye-opener when it was pointed out that the bomb would have exploded directly in front of me and because of the early time of the drop I would have flown directly into the "FIREBALL! Flying completely under the hood would have resulted in my not knowing anything was wrong until I was suddenly turned into crispy ashes. This was a sobering revelation but what we learned a short timer later was even more shocking. The reason the "Radist" system had gone out just before the bomb drop was caused by the driver of a Caterpillar tractor on one of the remote island transmitting sites. He had been in a hurry to get into the blockhouse before the bomb was exploded (Many miles away from his island) and ran into one of the transmitting towers. That knocked the whole system off the air and caused me to abort and subsequently saved my life. What really disgusted the rest of us who were flying in all of the "H" bomb tests was to see the B-52 land and in a short ceremony in Base Operations where the crew were all presented with Distinguish Flying Crosses. Another misuse of the intent of the medal, which was to honor men for their true contribution to military aviation. Our test force was comprised of a B-52 Bomber, A B-47, B-66, B-57, an F-101A and the other F-84F. At the time that the bomb was dropped 5 miles short of the target my aircraft was the only one placed to the side from which the drop aircraft passed in front of me from left to right. All of the other aircraft were positioned on the side of the drop zone towards which the drop aircraft was headed. This meant that because of the 5-mile short drop all the other aircraft were 5 miles farther from the position they should have been in and therefore did not get any useful data.



FROM THE FRONT COUNTER
By Ginger, Crystal and Sandi

Happy Mother's Day to all Mothers Far, Near, and in Heaven Above

If you haven't heard yet Open House is May 27,28 and 29th.
Brevard Residence and Military will be FREE.
Proof of residence or military status is required.
Tell EVERYONE...FREE...FREE...FREE

HOTDOG STAND
will be cookin and all beef franks
made in the USA and served by
an ALL AMERICAN team
speaking "English" only

"New in the PX"
We have Denim Shirts, Leather – Suede Jackets, and Hats Galore!!
POW, Korean Vet, WW II Vet, Purple Hearts, Rangers, etc.
All Just in time for Fathers Day June 18th

Notes from Ann

Appreciation and Thank You's go out to Jean Fulton, Joan Dorrell, Sam Lorino, Ginger Utz and all the hard working volunteers who set up and served at the Airshow Survival Lunch. Thanks for all the great dishes that everyone brought.

Everyone ate well and we all enjoyed the fun and fellowship that goes along with eating. I counted over 80 hard working Airshow volunteers having a relaxing time.
We would not be able to do it all without You!! Thank you all!!

A Purple Heart to Roger for helping me
with some more attempts at carpentry in the "Soon to open" Membership Library.
Thanks for your patience!

Watch for more information on the history of the Aviation library at the Museum. We must have hundreds of wonderful books, and more coming in all the time, and would love to find some special persons to help continue work with the library.

If you can read, like books or are interested in aviation info, please call me. We would love to have your help AND SHOW YOU THE NEW IMPROVED ROOM!!

HANGAR HAPPENINGS

Thursday, June 15th we are having Lunch to honor all the Father's at the VAC. Please bring a dish to share. We will provide the Chicken.

The VAC is having A WEDDING!!

On July 1st, 2006 at 6pm, Ginger from our own PX is getting married to Larry Utz and they are having the ceremony and reception here in our hangar. Ginger says that if she forgot to send you an invitation she is so sorry, but everyone from the VAC family is invited. Just call us and let us know if you're coming so we can make sure we have enough food. Frank Pound is to perform the Ceremony and Augie Holmquist is going to be the Master of Ceremonies. Ann, Joanie, Crystal, Melissa, Pat, Sandi, JoLynne, and Ruby will be helping to get it all organized and set up. Melissa McDonald is creating the decorations. Mark your calendars for the big event and we will see you then. Oh by the way if you want to come early and help out it would sure be appreciated because we just found out that Discovery is scheduled to launch that day and launch days around here are a mad house.

“A STEP AHEAD”

Through the combined efforts of the Valiant Air Command, DeBenair Aviation and the Schwann Foods Company, (marketers of the Red Baron Pizza) a scholarship has been awarded to Robert (“Robbie”) Sell. Ken Terry, of the VAC, has known Robbie for about 5-6 years and was aware of the young man's eager interest in the field of aviation. EAA (Experimental Aircraft Association) is worldwide, with approximately a million members, are responsible for the Big Fly-In at Oshkosh, Wisconsin each year. They sponsored Robbie to go to the Air Academy several years ago due to that interest. When Robbie was still in middle school, he caught the eye of one of his teachers, who worked closely with Robbie and helped him to greatly improve his grades and deportment. Robbie was on the honor roll, almost a straight A student and continues to work hard to make something out of himself. Robbie's dad is a single parent and times are hard but he encourages Robbie in his efforts; naturally he is very proud of Robbie and all this young man has achieved.

Because of his intense interest in the field of aviation, he has been offered a scholarship. The VAC is offering the same to any youngster still in school who wishes to learn and grow (not just for flying lessons, although this is what Robbie will be using his towards), but for general education purposes as long as it is in the field of aviation. As mentioned earlier, there are several groups of people who are helping to sponsor these scholarships and Annette Benson, owner of DeBenair Aviation, is one of the major sponsors, as are the VAC and Schwann.

The Red Baron Pizza Squadron performed at the air show this year – they became involved in this endeavor when they heard what the VAC was doing. This is not just for Titusville or Brevard County; rather it is open to any student interested in the field of aviation and the history of the military and is eligible to apply.



VAC FAMILY NEWS

MAY BIRTHDAY'S We would like to wish a Happy Birthday to: Pat Stewart, Sam Lorino and Hal Larkin.