



UN-SCRAMBLE



**OFFICIAL BULLETIN OF THE VALIANT AIR COMMAND
OCTOBER/NOVEMBER 2007**

NEW VAC GATE GUARD

THE MOHAWK FINDS A NEW HOME

After a fresh paint job, the Mohawk was moved from restoration to the front of the Museum (very delicately through the trees). It now stands proudly as a show piece and gate guard and grabs the attention of those who drive by. Thank you to Norm Lindsay, Tom Etter, Jack Dorrell, Tom Hay, The Grumman Gremlins' and all the crew for another great job.



VALIANT AIR COMMAND

Dedicated to restoring military aircraft
A 501 c (3) Non-Profit Corporation

6600 Tico Road
Titusville, FL 32780-8009

Phone: 321-268-1941

FAX: 321-268-5969

Website: www.vacwarbirds.org

Email: vacwarbirds@bellsouth.net

MUSEUM & GIFT SHOP

Open 7 days a week 9AM-5PM

Except Thanksgiving, Christmas &
New Year's Day

ADMISSION

Adults \$12.00 Senior/Military \$10.00

Children 5-12 Years \$ 5.00

Special Tour & Family Rates Available

ADDRESS CHANGES

Please remember to
notify the office
when you are going
to be temporarily
away, or if you move!

Thank You!!!

EXECUTIVE and SUPPORT STAFF

COMMANDER vacwarbirds@bellsouth.net	Lloyd Morris 386-427-1296
EXECUTIVE OFFICER nabuevans@cfl.rr.com	Bud Evans 321-984-3343
OPERATIONS OFFICER kenterry@cfl.rr.com	Ken Terry 386-322-5378
MAINTENANCE OFFICER jamesroberte@bellsouth.net	Bob James 321-453-6995
FINANCE OFFICER vacfinance@bellsouth.net	Lora McCabe 321-302-5038
PERSONNEL OFFICER bob@sea-plane.com	Bob Boswell 321-757-6756
FACILITY OFFICER vacwarbirds@bellsouth.net	Norm Lindsay 321-267-3622
PROCUREMENT OFFICER aircrafrhf@aol.com	Bob Frazier 561-848-4549
PUBLIC RELATIONS OFFICER vacwarbirds@bellsouth.net	Frank Pound 321-636-4992
EVENTS COORDINATOR jamesroberte@bellsouth.net	Ann James 321-453-6995

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.

VETERAN'S DAY OPEN HOUSE
FREE TO
BREVARD COUNTY RESIDENTS,
MILITARY (ACTIVE & RETIRED)
09, 10 & 11 NOVEMBER 2007
ENJOY A HOT DOG!



2008 AirShow Meeting
17 Nov 2007
12:00 P.M. Pizza
12:30 P.M. Meeting

501 c 3 Non-Profit Organization Educational Museum
recognized by the Internal Revenue Service

LLOYD MORRIS
COMMANDER

Hi,

First of all I would like to thank all of the members for their support for the upcoming 2008 AirShow. I am truly surprised, who knows, we might just hit 70K – wouldn't that be really cool!!! We had our first AirShow meeting on 08 September 2007 and it went well. (See AirShow Co-Chairman's Report). We had a good turn out.

This is our slow time – September, October and part of November and it shows. We are still in good financial shape thanks to our Board of Directors, hard work and keeping an eye on everything, especially the Bean Counter, Lora McCabe.

Our Events Coordinator, your friend and mine, Ann James has a lot of activities scheduled for the remainder of the year. So, please check your Un-Scramble and local listings for time and place, or call Ann.

We have a new girl upstairs. Her name is Phyllis Lackey. Phyllis replaces JoLynne and is capable of the job. Welcome aboard, Phyllis!

We extend our heartfelt thanks and appreciation to the following who have donated funds for the 2008 Tico Warbird Airshow:

*Mr. Roland V. Anderson
Mr. and Mrs. Gary V. Baciuska
Mr. Lester A. Badger
Mr. and Mrs. Donald J. Bailey
Mr. & Mrs. George H. Baker
Mr. Winn Baker
Mr. & Mrs. Richard C. Barkley
Mr. & Mrs. Vaughn L. Barnett
Mr. & Mrs. Herman Bayerdorffer
Mr. James E. Bean
Mr. Sam T. Beddingfield
Mr. & Mrs. Lawrence C. Beilfuss
Mr. & Mrs. Dale Beltzner
Mr. & Mrs. Paul S. Blau
Mr. and Mrs. Frank Bottoms, Sr.
Mr. Jeff Boyken
Mr. Emerson Buhlin
Mr. and Mrs. Thomas L. Cain, III
Mr. Dennis H. Callahan
Mr. Thomas M. Camman
Mr. Donald L. Camp
Mr. Mike "Cap" Capito
Mr. Russell G. Chamberlain
Mr. Albert H. Crews
Mr. David R. Cummock
Mr. Robert A. Dale
Mr. George T. Damoff*

*Mr. Douglas P. Davidson
Mr. & Mrs. Richard A. Davis
Mr. Linc Dexter
Mr. & Mrs. Peter Diaz
Mr. William N. Dillard
Mr. & Mrs. John W. Dorrell
Mr. and Mrs. John W. Duffy
Mr. Edward H. Ehrenspeck & Ms. Sue Best
Mr. & Mrs. Joshua J. Eiting
Mr. Serge M. English
Mr. and Mrs. Thomas R. Etter
Mr. Harold H. Ewing
Mr. Morris R. Felt
Ms. Jean A. Felton
Mr. and Mrs. Michael Field
Mr. Francis C. Fleck
Mr. Mitchel C. Floyd
Mr. Richard P. Frazier
Mr. Jim J. Friis
Mr. Robert P. Gaarder
Mr. and Mrs. Edward Giannone
Mr. Ivan G. Gomez
Mr. Gerald B. Goodchild
Mr. David M. Greist
Mr. and Mrs. Robert W. Hamilton
Mr. & Mrs. Walter G. Harris
Mr. Richard Allen Hart
Mrs. Bernice Haydu
Mr. Felix Hernandez
Mr. Ray E. Hickman
Mr. & Mrs. Paige L. Hillery
Mr. Jack F. Hofbauer
Mr. Barry W. N. Holm
Mr. Donald L. Hussey
Mr. John L. Ingersoll
Mr. William F. Jackson
Mr. and Mrs. Robert E. James
Mr. Luc Joly
Mr. & Mrs. Marvin T. Juhl
Mr. Robert M. Keith Jr.
Mr. and Mrs. Barry E. Keyes
Mr. Charles Kittell
Mr. & Mrs. Richard C. Krol
Mrs. Ruth Larkin
Mrs. Jeannine D. Lee
Mr. Arthur E. Lapham
Mr. Donald A. Leathers
Mr. & Mrs. Norbert A. Lindsay
Mr. R. W. Littell
Mr. & Mrs. Albert G. Love
Mr. William B. Lumley
Mr. & Mrs. James E. Mack
Mr. Ronald V. Madonia
Mr. David Marco
Mr. Albert C. Martin
Mr. Jerry D. McClure
Mr. and Mrs. Robert McCullough
Mr. Harry J. McNamara
Mr. & Mrs. Paul E. Metcalf
Mr. & Mrs. Robert E. "Flea" Meyer
Mr. E. Harold Mays
Mr. and Mrs. Joe A. Morales
Mr. Eugene P. Moriarty
Mr. & Mrs. Lloyd W. Morris
Mr. Bob Munsey
Mr. Robert C. Murphy
Mr. and Mrs. Benjamin Narvaez
Mr. Terry L. Neighbours*

Mr. Kent J. Nelson
 Mr. Daniel L. Nettuno
 Mr. Robert H. Nishimura
 Mr. Walter E. Ohlrich
 Mr. and Mrs. Christopher P. Olsen
 Mr. Walter H. Orth, Jr.
 Mr. Harry H. Osbun
 Mr. Francis J. Paika
 Mr. Stanton V. Parsons
 Mr. Howard L. Peckham
 Mr. & Mrs. Stan J. Pfeifer
 Mr. R. Patrick Phillips
 Mr. Jimmy R. Powers
 Mr. Michael G. Rellihan
 Mr. Joseph H. Reus
 Mr. Robert P. Reynolds
 Mr. David L. Ringwalt, Jr.
 Mr. Ken Roberts
 Mr. Richard Robertson
 Mr. Bob Russell
 Mr. Raymond Russo
 Mr. & Mrs. Jerry H. Sansom
 Mr. and Mrs. Thomas A. Scamfer
 Mr. Fred E. Schlafly
 Mr. John J. Schumann, Jr.
 Mr. Richard J. Schwartz
 Mr. & Mrs. Kenneth M. Seifert
 Mr. Claude Seward
 Mr. Dennis M. Sherman
 Mr. Harry P. Shockey
 Mr. Lawrence F. Sietsma
 Mr. Kevin S. Simmons, M.D.
 Mrs. Helen Wyatt Snapp
 Mr. Robert "Bubba" Stitt
 Mr. John W. Strickland
 Mr. L. M. Tannenbaum
 Mr. Albert Tarter
 Mr. Frederick W. Telling
 Mr. John J. Toohey
 Mr. Ted Trousdale
 Mr. Robert C. Tullius
 Mr. Rene G. VanDeVoorde
 Mr. Jeary R. Vogt
 Mr. Gerald L. Walbrun
 Mr. and Mrs. David K. Wall
 Ms. Barbara W. Wilder
 Mr. & Mrs. Dan Williams
 Mr. Paul L. Woodard
 Mr. Walter E. Yocum

Pat Fischer Chevrolet
 Paul's Smokehouse (Mr. Paul Salisbury)
 Tom Reilly Vintage Aircraft (Mr. & Mrs. Tom Reilly)

We sincerely appreciate your contributions to this worthwhile cause. We can't thank you enough. *Thank you for helping to keep the dream alive!!!*

Is YOUR name on the list??? *If not, we greatly need all the financial support we can get.* If you wish to donate by check, please make your check payable to Valiant Air Command, and write "Airshow 2008" in the memo portion so that we can credit it to the proper account. If you wish to pay by credit card, please contact Lloyd, Ginger or Crystal, and we can take the information over the phone. *Any donation is gratefully accepted and appreciated.*

The following chart shows our goal and the donations needed received to date. As you can see, we are making headway, but we are still in need of a large amount of support for this worthwhile cause.



BUSINESS & ORGANIZATIONS

Aero Adventure (Mr. Bob Boswell)
 Air Nostalgia, Ltd. (Mr. Danny R. Linkous)
 Alexander Aviation Associates, Inc. (Mr. Jim Graber)
 Anderson Rentals, Inc. (Mr. Jeremy Martin)
 B & K Wholesale Automotive (Mr. Jim D. Kelley)
 Bobbs Fire Equipment, Inc. (Mr. James R. Stanger)
 C. Scott Films LLC
 Caleb Services/C.S.I. Sign Co.
 Conrad Yelvington Distributors, Inc. (Mr. Conrad Yelvington)
 Deakins-Carroll Insurance Agency
 Dixie Crossroads, Inc. (Mrs. Laurilee Thompson)
 Inter Coastal Business Machines, Inc.
 (Mr. & Mrs. Michael McDonough)
 Melbourne Area Pilots Association Inc. (Mr. Andy Pedersen)
 NCCI Holdings, Inc.
 Parrish Medical Center

PLEASE HELP!

KEEP THE DREAM ALIVE!

See all of you soon! Take Care!

Lloyd Morris
 Commander

EXECUTIVE OFFICER
BUD EVANS

Vladivostok – AVIATING with EVANS (Repeat from an earlier Un-Scramble)

I am sending you this repeat article for a couple of reasons: Mainly because of the number of you readers who either sent me copies of the article published in Flight Journal magazine and because I am late in getting my story written for this month. Flight Journal editor is going to publish my letter to him on the mission in their Jan/Feb edition.

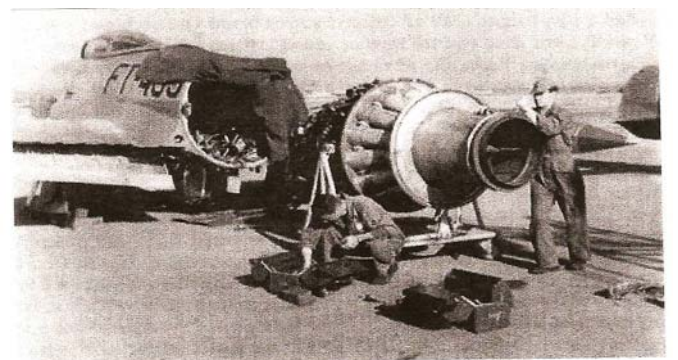


Diefendorf Evans Quanbeck Watson

Hitting the real enemy:

In October of 1950, the United States politicians were worrying about the Russians or the Chinese coming into the war to support South Korea. They were already supplying arms and some volunteer forces to bolster what was left of the North Korean Army. We were running them across the Yalu River into China and from the lowly fighting man's point of view, we were sure the war was won. My Squadron Commander had even volunteered our 9th Fighter Squadron to go to Indo-China and help the French fight the Viet-Minn. On this particular day, I was given a secret briefing on a mission to an area we had not flown to before. It was in the Northeastern most corner of North Korea and was at the very maximum range of our F-80. I was told that because of the extreme range the only ordnance we could carry were four 5 inch rockets and our six 50 caliber machine guns with full ammo load. An intelligence source had reported a large number of aircraft on a field at the end of the peninsula. After my surprising the 36 Soviet-made aircraft on the air field at Pyongyang, our intelligence folks suspected they were sending another group of aircraft to support the North Koreans. The weather was lousy all the way to the target area. (This was their best guess). The wind aloft at 30,000 feet was given to me as being 100 knots on my nose en route to the target which meant a long flight to get there, let down in the blind to a target area we were unfamiliar with and hope to find the field. If there were aircraft on it we were to attack and destroy all that we could.

I briefed my flight: 1st Lt. Alton Quanbeck, 1st Lt. Allen Diefendorf and 2nd Lt. Billy Watson. It was Quanbeck's 25th mission, Diefendorf's 4th and Watson was an old timer with over 50 missions. I assigned Quanbeck to lead the element with Diefendorf on my wing and Watson in the no. 4 spot. (Diefendorf had just arrived in the theater from flying with the "Acro-Jets", the Pre-Thunderbird USAF Demonstration team). After computing our time to target and suiting up we were ready to Rock-n-Roll. My take-off was fine but Watson had an engine fire and had to abort. Things were starting off badly! Quanbeck joined up on my wing and the three of us climbed into the solid overcast at 2,500 feet. Somewhere about 8-9,000 feet I detected a high frequency vibration that was not normal. I checked my engine instruments and all the needles were in the green. Our machines were being held together by an act of God and a fine group of maintenance men.



F-80 Field Maintenance

The higher I climbed, the more pronounced the vibration became and when we broke our between layers at 21,000 feet, I knew I was in trouble. I advised Quanbeck that he had the flight and asked if he knew our briefed position (using the pre-flight planning I had given the flight based on the wind information given us). I throttled back to reduce the

aircraft shaking and made my 180-degree turn while descending back into the clouds. By now my instruments are beginning to fluctuate. My back and seat are getting a great massage. The one consolation was that the 100-knot tailwind should get me back to K-2 in a hurry. I set up a pretty rapid rate of descent and kept waiting for my ADF needle to begin homing on the Teague radio beacon. I waited and waited and then decided it must be off the air. I was certain that I should be very close to it and didn't want to over-fly Teague and have to fight the headwinds trying to get back to the field with my sick machine. I didn't know until I called K-2 and asked for a DF steer that I was still north of the base. Something was drastically wrong as I knew I had reduced power but my airspeed was still close to normal as I was descending to get down on the ground as fast as I could. I leveled off at 10,000 feet and flew and flew and vibrated and vibrated. Finally I was getting a signal from Teague radio which was still in front of me. My engine overheat light was on and as soon as I passed over the beacon I made my rapid "Evans Designed" instrument approach. I was greatly relieved when I touched down on the rough metal runway at K-2. The fire trucks followed me to the parking ramp where maintenance discovered my engine had shed a large number of "turbine buckets".

I was certain our wind information was wrong and I began to worry about Quanbeck and Diefendorf. I was upset at first when I had to abort (my only one of both tours). I figured I would miss out on knocking out some more of their aircraft before they could do any harm to our troops. As time passed and 2 hours and 45 minutes passed without any word from my boys, I climbed up in the control tower to wait for any calls from them. That would have been the length of a normal max-range mission if you dropped down on the deck and made several attacks on the target. Three hours passed without any word. We checked with all of the other bases in Korea but no one had any contact with them. We were certain that they were down somewhere and could only hope it was friendly territory. I left the tower and had just reached the Operations Office when the tower phoned saying that they had radio contact with the flight! That was super news but hard to believe they could have enough fuel to still be airborne. In fact they came in over the runway, pitched out and landed without flaming-out. I was the first to meet the aircraft and to get the story from Quanbeck. He said they had found the airfield and were being fired on almost immediately after they broke out from under the

clouds. The air field was right where it should have been and there were lots of military parked on it. They expended all of their ordnance in three passes and climbed away into the overcast heading for home. They "cruise climbed" to 45,000 feet expecting to pick up some radio beacon without success. They figured with the briefed 100-knot tailwind they should be over Japan when they finally received a reply to their calls to K-2 tower. They were directly west of Teague about 80 miles and the tower gave them DF steers until they arrived over the field. I walked with them to the debriefing and discussed the fact that the wind information must have been 180 degrees inaccurate. A quick glance at the map made it look as though they had gone 300 miles or so beyond the target when they found the airfield that they attacked. The only possibility was the military air base near Vladivostok, U.S.S.R. We kept that information to ourselves but Quanbeck and Diefendorf were flown to 5th Air Force HQ in Japan for detailed de-briefings. The Russians didn't report or complain to the U.N. for 3 days following the incident. Both pilots were taken out of combat and given jobs in Japan where they were soon promoted to Captain. Our Group Commander was relieved of Command, nothing was done to our Squadron Commander but I was quietly notified that I would not get my promotion to Captain that I was scheduled to receive. As far as I know, the weather folks responsible for giving us wrong winds (100 knots at 180 degrees in the opposite direction) were not punished. It has been speculated in recent years that the attack was planned that way by a higher command at Far East Headquarters to let the Russians know that we had Jet Fighters capable of reaching their large base at Vladivostok if they decided to come into the conflict to help North Korea. A week or so later, the Chinese crossed the Yalu River in mass and we were suddenly at war with China, (even though our politicians would not recognize it).

N.C. "Bud" Evans ©
Executive Officer

OPERATIONS OFFICER
KEN TERRY

I had a great time at OSH and MNM. Lots of good formation flying along with many hours of good fellowship with all those involved in both events. For those of you who have never been to any of this kind of stuff, it should be at the top of your "to

do" list, even if you don't fly. All you need is an interest in things aviation!

F.A.S.T. is changing rapidly as the FAA National Air Show Coordinator, Jeff Weller, is now steering the ship. Jeff has been working hard, and very close, with the F.A.S.T. B.O.D. to make the necessary changes in a very realistic manner. The F.A.S.T. B.O.D. is "pedaling hard" to keep pace with the changes. We will be incorporating them into the VAC F.A.S.T. procedures as they are approved. I will keep you posted. At the present time, most of the changes do not affect our current "way of doing business".

Your Commander, Lloyd Morris, Maintenance Officer, Bob James, myself, Skip Tillet (our resident Heavy Hauler expert), Scott MacLeod, and Sal DeVincenzo went to see Tom Hahn on Saturday, 01 September 2007. Tom is THE resident expert on the S (for Stewart) 51 aircraft. He was gracious enough to spend many hours with us and explain the various aspects of the aircraft. In particular, we were interested in how to take off the prop, engine, and main wing assembly for transport to our Museum. We took many pictures, notes and measurements. Tom also loaned us a tail stand and part of a main wing assembly stand that we plan to modify to mount the aircraft to Skip's trailer for the trip home. I am sure you will be hearing more from Bob James about that part. That project itself seems to be moving along quite nicely. Tom has built more than just several of the aircraft now flying and has another one almost completed in his shop now.

He has also test flown almost all of the current crop of aircraft that are still flying and many of those no longer flying. He had lots of praise for the aircraft, and more than one caution. Our plan is to use Tom as much as his time will allow. He most graciously offered to help us a tremendous amount. Thank you, Tom!

If we can keep this project alive you will be hearing more of Tom Hahn! His affection for the aircraft is very obvious!

I would like to pay a special thanks to Jo Hahn. Tom and his new Bride, Jo, literally allowed us to intrude on their honeymoon so we could meet with him. Thank you, Jo!

Of course, without the Donation of the aircraft from Stockton Smith none of this would be taking place.

And not only did Stockton donate the aircraft but he also was kind enough to donate \$5,000.00 to help us get the aircraft to the museum. Without people like Stockton not only would the Valiant Air Command be unable to function, but our Country would be a big loser also. Stockton served in the U.S. NAVY as a fighter pilot, what more can be said. Not only that but, the F-14 Tomcat on display at the VAC was his aircraft at one time!

THANK YOU STOCKTON! For your service and your kind donation to our cause!

I think Bob James will have the UTVA ready for a few pilots shortly so -----.

Ray Gage and Paul Sosbey helped me get some of Lloyd's new posters up at the DAB and Ocala airports. I understand these things are really doing a good job for us. Thanks Guys, you too Lloyd, that was a good move.

We have a couple new Wingmen since the last report, Frank Bottoms, Jr. and Jimmy Powers, and one new Lead, Dave Ringwalt. Congrats guys. We have been really busy with several more guys, but they will remain nameless until all the squares are filled. Sure could use some help from some of you "old heads" out there.

Respectfully submitted,
Ken Terry
Operations Officer

MAINTENANCE OFFICER
BOB JAMES

C-47 – The right elevator recovering is nearing completion. It will soon be ready for the application of the UV protection paint. The left elevator is undergoing surface preparation and should be ready to start the covering process when the right elevator is finished.

The left muffler/heat exchanger has been installed. Unfortunately the original right unit was damaged in the crash and the unit from the donor airframe has too many faults to allow it to be returned to an airworthy condition. A new/surplus unit has been located, purchased and should arrive within a week.

The new DME antenna (part of the TACAN) has been installed and the antenna for the transponder should be installed shortly. The cables for the two

antennas are in work. We have new tires and tubes and they will be installed as work allows.

I am still planning on being ready for engine runs by December of this year and flying by the 2008 AirShow. We have a lot of work to do, but the light at the end of the tunnel is getting steadily brighter!

UTVA – The aircraft has completed the FAA requirements (3 hours of flight time and a minimum of six takeoffs and landings. I found a few minor discrepancies that will require correction (instrumentation primarily) then the UTVA will be ready to go to airshows representing the VAC.

TBM – Work is continuing on opening up the access panels for the replacement of all wiring in the aircraft. The wings will be the first area to be rewired followed by the aft fuselage.

Robert E. James
Maintenance Officer

FINANCE OFFICER
LORA MCCABE

We're looking forward to the 2008 AirShow.

Have you participated in the FREE MONEY FOR THE VAC with SunTrust Bank? You have until 12 October 2007 to open the account. SunTrust would donate \$100.00 to the VAC on your behalf. All you have to do is open a new personal or business checking account called "My Cause," accept a new check card, make a purchase swiping your card and submit the redemption form given to you when you open the account by 15 November 2007 to help the VAC and it won't cost you anything.

This is the slow time for the VAC, so please watch your coins and bills. If you're Christmas shopping, purchasing a gift from our Gift Shop would be a great help. Take advantage of your 10% discount.

Lora McCabe
Finance Officer

PERSONNEL OFFICER
BOB BOSWELL

Co-Chairman George Damoff hosted the kickoff meeting for TICO WARBIRD AIRSHOW 2008, INC. Saturday September 8th. This initial organizational meeting was well attended and very productive as all the primary Team Leaders, Key Workers and

their areas of responsibility were established. George kept the agenda moving and we finished in record time.

AirShow dates are 14, 15 and 16 March 2008. Media Day will be on Thursday the 13th. One of the major organizational changes for the AirShow will be the volunteer worker program. Ann James will be the central coordinator for all volunteers. Directors, Team Leaders and Key Workers who need volunteer help for the AirShow will put their request in to Ann, who will assign people as they become available. If you use the same people each year, this list must be provided to Ann who will officially assign them. A volunteer work schedule will be pre-published for each day of the AirShow, and only those volunteers who have been assigned and have completed the required paperwork and any safety or other training required will be issued a Volunteer Worker Pass. The Volunteers will have to present their individual pass at the gate where it will be checked against the daily approved roster. The last several years we have tried to accommodate walk-in volunteers during the AirShow and have not been able to successfully do this. In an effort to improve both security and support, we will only be able to use volunteers who have been selected prior to the AirShow. Those who would like to volunteer are encouraged to contact Ann now, letting her know your availability and area of expertise, and to attend one of the AirShow organizational meetings. Team Leaders should get their list of names in as quickly as possible. The next AirShow meeting will be on Saturday, the 17th of November. Pizza at Noon, meeting starts at 12:30 sharp.

We welcome a new assistant in the VAC Administrative area, Tina DeLosSantos. Her desk is located on the second floor in the front office. On your next visit, please stop by and say hello.

Bob Boswell
Personnel Officer

FACILITY OFFICER
NORM LINDSAY

Norm is busy, busy, busy, can't stop to write an article. See the Mohawk on the front page, that's one of his projects for this issue!

PROCUREMENT OFFICER
BOB FRAZIER

It was hot in Palm Beach County this summer, but we did pursue items for the Valiant Air Command.

We were on vacation part of the month and visited the Fantasy of Flight and the 8th Air Force Museum. Fantasy of Flight is very large in size and content. In a word it is Fantastic! The 8th Air Force Museum has a few airplanes and engines. It has a considerable number of WW II documents and write-ups and recordings, but by comparison our Memorabilia Room exceeds theirs and is our STRONG SUIT, but their museums are worth visiting.

F-11F – While the airplane is in the hands of the Grumman Gremlins, we found that when the landing gear was lowered, we did not have any wheels or tires. This was a result that the airplane had been on display on top of a pylon at the Pensacola International Airport. With a few phone calls and help from the Navy Museum restoration people we now have a set of wheels and tires.

Airplane Signs – I am now preparing Descriptive/Historic signs for each of our newer airplanes. The signs will describe the specific airplane that is on display and a short historic write-up on that type of airplane. The signs will have background colors in keeping with our aviation background. Story boards have been written and are being coordinated with the sign company.

AirShow – As has been noted since the 08 September AirShow meeting plans and assignments are being made. This brings to mind the planning for the Friday Night Auction.

Auction – First we need material for the auction. Needed are items of aviation, military, historic materials and aircraft pictures and prints. As starters, please search your personal sources, attics, basements and closets. Next talk to your friends and neighbors particularly those that served in the War Time organizations.

Direct any donation to me to be held at the Museum. Remember, we are a non-profit organization and the value of the donations is tax deductible for you.

Bob Frazier
Procurement Officer

PUBLIC RELATIONS OFFICER
FRANK POUND

In thirty years – more or less – the Valiant Air Command has become one of the most unique, successful volunteer organizations anywhere. By simply observing the WW II restored Wildcat fighter in the main VAC hangar, one can see literally millions of dollars worth of volunteer labor to rebuild a masterpiece.

And around the VAC, the results of volunteer labor over the days, months and years is evident. Every day our members and volunteers accomplish all those things necessary to carry out the goal of the VAC – and make available to the public a real memory of the sacrifices of U.S. Airmen throughout our aerial conflicts.

Essentially, the VAC provides to the public two sources of U.S. Aerial Memories: The Warbird Museum and the Annual AirShow. These projects require untold hours of volunteer labor – usually unknown to members of the public. One of the jobs of the Public Relations department is to relate to the public by educating the public of the amazing performances of the VAC Airshows and the unique VAC Museum. And in the process, let the public know of the monumental contributions of labor and resources by our members and volunteers.

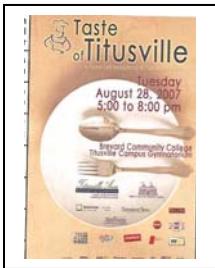
By increasing attendance at the AirShow and Museum, we can build even better Airshows and Museum exhibits. All of us can help in this effort. Person to person contact (public relations) is the best advertising, so don't overlook your opportunity to let your friends know about the VAC. The Museum has great rates for groups of any description: school classes, clubs, retirees, church groups, etc. And the ladies at the front desk do a great job accommodating any conceivable group.

New brochures are available now, and AirShow posters will be out in a few weeks. Pick them up in the museum, or call the office and they will be mailed to you. Your additional help in letting people know what goes on with the VAC will benefit both YOU and the VAC.

Recent P. R. events include the Taste of Titusville on 28 August 2007, the 11th Annual Teacher Open House at Brevard Zoo on 05 September 2007, Welcome to New Teachers at LaCita Country Club on 07 September 2007 and Retired and Senior

Volunteer Program Breakfast at Royal Oak Country Club on 15 September 2007. These are just a few of the many events attended to promote the VAC. Pictures below are of a few of the events sponsored.

Taste of Titusville on 28 August 2007, pictures below. George Damoff and Lorraine Juhl represented the VAC at this function.



Education Manager, Janelle Cummins sent the following thank you concerning the 11th Annual Teacher Open House:

“The 11th Annual Teacher Open House was a great success! The teacher comments were again great and included, “Wonderful event! Thank you!”, “Love this night!”, and “We really appreciate the evening.” Thank you for the door prizes as the teachers really enjoy them. We look forward to seeing you next year.”

Thank you Ann for representing the VAC!

Cathy & Paul,
VAC Volunteers,
also volunteer for
the R.S.V.P.
Group!



EVENTS COORDINATOR
ANN JAMES

FALL EVENTS AT THE VAC

There are so many exciting things happening around the VAC Museum this fall! We wanted to make sure that you have them on your schedule. We hope to see you here!

Saturday, 20 October 2007

VAC Membership Dinner & Guest Speaker: Russell Gackenbach

Happy Hour - 5:30P.M. Dinner - 6:30 P.M.,
Speaker to follow.

Please call the museum at 268-1942 for dinner reservations. Tickets - \$16.00.

Russell Gackenbach, Navigator – 393rd Bomb Squadron

Russell was the Navigator on the “Necessary Evil” – one of the three aircraft under Lt. Col. Paul Tibbets’ command during the Hiroshima mission, 06 August 1945. Russ will be presenting a slide show along with his presentation. Please join us for this evening of “living history”.

09, 10 & 11 November 2007 – VETERANS DAY OPEN HOUSE

A Veteran, whether active duty, retired, National Guard, or reserve – is someone who, at one point in his/her life wrote a blank check to “The United States of America”, for an amount of “up to and including my life”. Unknown Author

An invitation to all Brevard County residents and Military (active or retired) to visit the Valiant Air Command Museum for this free weekend. Last year’s attendance was over 2200! Would you consider helping out as a tour guide, hostess or an extra hand with the hot dog cart? Lots of fun to be had, just call the Museum! We could sure use your help.

Saturday, 17 November 2007 – AirShow Meeting 12:30 P.M.

Come out and help plan the next AirShow! Pizza served at noon!

Thursday, 29 November 2007
Annual Decorate the Museum for Christmas and
Volunteer Luncheon!

Help us welcome back our “winter volunteers” and join the crowd at 10:00 A.M. to make the Museum sparkle for the Christmas Season! Bring any “extra decorations” you may have and a salad or dessert to share with our lasagna and spaghetti. Lunch is at noon.

Saturday, 08 December 2007
Membership Christmas Party

Come and celebrate a Blue Christmas – as in Bluegrass. Enjoy bluegrass as well as folk tunes and contemporary songs played on bass, fiddle, guitar, mandolin and banjo. Special entertainment is by GOOD TIME ‘N.

This year, in a change of pace, we ask that you join us as we share our Christmas with children who are less fortunate. In participation with the Marine Corps program, “Toys for Tots” we will collect unwrapped toys for our local children. If you forget – we will collect gifts at the Museum until 15 December 2007. Thank you for sharing the Christmas Spirit this year!

Happy Hour 5:30 P.M. with Good Time ‘N
Dinner 6:30 P.M. More entertainment and dancing.

Please call the Museum for reservations – Dinner tickets \$16.00. Come celebrate the Christmas season with us!

GRYPHON GROUP LUNCHEON

“Thank you” – to all the ladies who have so faithfully baked cookies and tasty desserts for our soldiers who visit for lunch every Tuesday. It is great to see them, and to see them leave with cookies in their hands and pockets for later! We invite anyone who would like to participate to call and join in the fun. It is a very rewarding endeavor.

We want to say “**Welcome Back**” to Jean Felton. Jean just returned from a wonderful vacation in Alaska. Glad to have you back – now let’s see those photos!

Bakers for October & November 2007

02 October – Jean & Ann
09 October – Gay & Joanne
16 October – Joan & Marilyn
23 October – Margaret and Jean

30 October – Ann

06 November – Jean & Ann
13 November – Gay & Joanne
20 November – Joan & Marilyn
27 November – Margaret & Jean

VAC Members gone west!

We have one member gone west since the last Un-Scramble. Our sympathy goes out to Bonnie Williams and family in the loss of her husband Dan. He will surely be missed.

First 2008 AirShow Meeting
George Damoff

The first 2008 AirShow meeting was well attended with the following new procedures:

Hold Harmless Agreement – The VAC attorney, Jerry Trachtman, briefed the meeting and is providing a new revised form that will better serve the organization, and will require submission by all worker/members and non-member volunteers and participants alike. No individual will be allowed to participate in any VAC activity until they have properly executed this form, and the form resides in the VAC files. Ann James and George Damoff will maintain the Hold Harmless Agreement files.

Eilon Krugman-Kadi Scholarship Fund – In addition to the preceding, Jerry informed the meeting that there will be a six (6) month anniversary memorial for Eilon Krugman-Kadi at the crash site on Sunday 16 September 2007 in the afternoon. Also, anyone who wishes to make a donation to an Embry-Riddle Scholarship Fund in honor of Eilon can do so by contacting the VAC at (321) 268-1941.

New Volunteer Procedure – In order to better utilize and control airshow volunteers, all new volunteers will be logged into VAC files before being assigned to any activity. This log-in requirement is required by any responsible work entity, that has a new volunteer in-hand and is ready to work; and/or is approached by a volunteer seeking a work assignment. This volunteer log-in procedure will be maintained by Ann James and George Damoff, who will also maintain volunteers that are registered and unassigned. Any group that requires help, contact Ann or George. Likewise, any member approached by a volunteer for AirShow participation, should direct them to Ann or

George, or obtain information so that they can contact the volunteer to log-in.

The meeting was closed after reviewing the AirShow Task Sheets to work towards solidifying assignment for each task. The next AirShow meeting will be 17 November 2007. There will be pizza at noon and meeting will start at 12:30 P.M.

George Damoff
AirShow 2008
Co-Chairman

Grumman Gremlins **George (Dutch) Graefe**

During the month of August, a lot of the Grumman Gremlins restoration team were pulled away for some silly other tasks such as vacation, traveling and visiting their out-of-state relatives or traveling to other countries. Now it's time to concentrate on putting our noses to the grindstone.

The task before us is to get the main wheel wells painted on the TA4-J. The cockpits are continuing to be more and more authentic every day. The modified pilot's life raft seat pan has to go out for reupholstering.

The F11F-1 Tiger left horizontal stabilizer tip is in the process of being repaired. Both main gear landing gear struts are being sand blasted and cleaned up. The right strut has a crack in it that will require welding.

George (Dutch) Graefe
Restoration Project Officer

ELECTION INFORMATION

The 15 August 2007 deadline for submitting a letter of intent to run for a Board of Directors position presented us with three letters. One submitted by the incumbent currently holding the position for each office up for election. According to the by-laws of this organization, the election will be very simple. Those who submitted the letters will win and be formally assigned to their chosen position for another term at the October Board of Directors meeting. So, on behalf of the members of the VAC, we wish Bud Evans – Executive Officer, Ken Terry – Operations Officer and Norm Lindsay - Facility Officer, CONGRATULATIONS and best wishes on their tenure.

FROM THE FRONT COUNTER **CRYSTAL, GINGER and SANDY**

Happy Halloween to all!

Happy Thanksgiving to all!!!

Welcome back to our Northern Family Members. Don't be strangers and wait till AirShow time to come see us! Come in as soon as you can!



We have "Blue & White VAC emblem hats".

We have a P-51 model that makes engine noises, propeller moves and goes up and down on a stand – nice desk model.

We had a good summer, heading into our slow season. Remember VAC members get 10% off Gift Shop items.

Shop early before the Christmas rush, don't wait till Christmas Eve!

We have a few Sam Lyons prints for sale!

Our "October Special" is a Franklin Mint replica of F-86 Skyblazers for \$70.00.

Veteran's Day Weekend Open House is 09, 10 & 11 November 2007. The hot dog stand will be open from 11:00 A.M. – 3:00 P.M. Hot dog, chips and a soft drink \$3.00. Thanks to all who will help. We hope to exceed the attendance of over 2200 Memorial Weekend!

From all of us girls in the Gift Shop, come and shop with us in a reasonably priced store!

To Roger, our Security/Utilities all around The Man, we do appreciate you and thank you for all you do for us girls and the VAC. Thanks, Roger!!!



“UN-SCRAMBLE” WORD SEARCH SOLUTION

Last issue’s puzzle was a little different than the past puzzles. I hope you enjoyed solving it.

Solutions are:

Five types of aircraft engines:

- | | |
|-----------|--------|
| 1) tonsip | piston |
| 2) lesup | pulse |
| 3) dilara | radial |
| 4) mar | ram |
| 5) taroyr | rotary |

Four Nose Art names:

(Each has 2 words)

- | | |
|-----------------|---------------|
| 1) olnaeyga | Enola Gay |
| 2) phimesmlbele | Memphis Belle |
| 3) yldackul | Lady Luck |
| 4) cotielbel | Tico Belle |

Three types of propellers

(2 words)

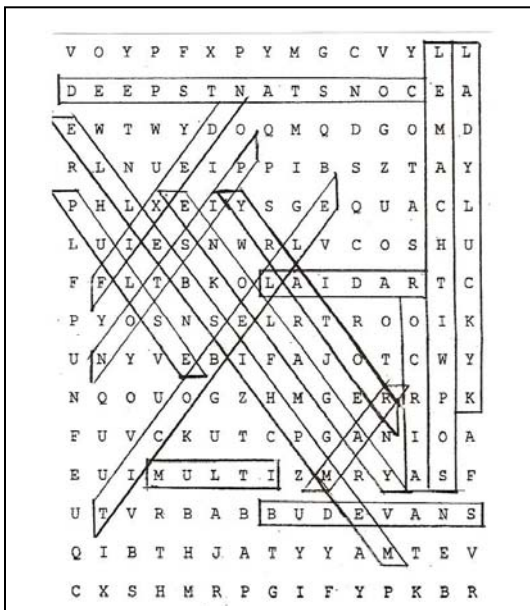
- | | |
|------------------|----------------|
| 1) tansonctpedes | constant speed |
| 2) defix | fixed |
| 3) lmut | multi |

Two W W I Aircraft (2 words)

- | | |
|-----------------|---------------|
| 1) hiwopstmecla | Sopwith Camel |
| 2) riaoc | Airco |

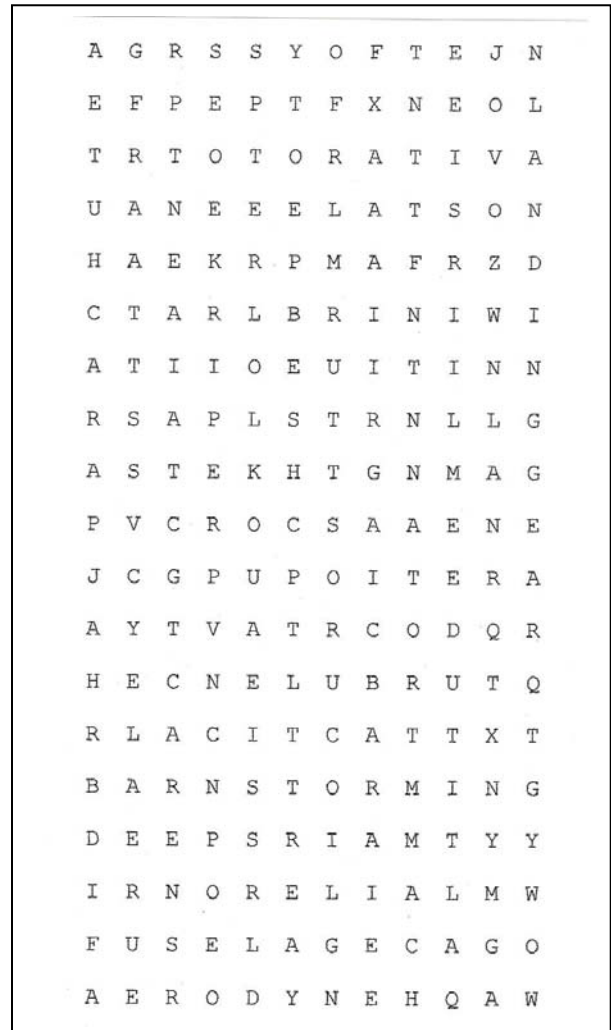
One well known and loved pilot on the VAC Board of Directors

- 1) ubdnvae (2 words) Bud Evans



Aviation Terms Word Search

- | | |
|--------------|--------------|
| Acceleration | Fuselage |
| Aerodyne | Jet |
| Aerostat | Landing gear |
| Afterburner | Mach |
| Aileron | Ornithopter |
| Airliner | Parachute |
| Airspeed | Sailplane |
| Altimeter | Strafing |
| Altitude | Strut |
| Barnstorming | Tactical |
| Canopy | Take-off |
| Cockpit | Turbulence |
| Wingspan | |



**UN-SCRAMBLE
VALIANT AIR COMMAND
6600 TICO ROAD
TITUSVILLE, FL 32780-8009**

**NON-PROFIT ORG.
U.S. POSTAGE PAID
TITUSVILLE, FL
PERMIT NO. 129
32780-8009**

ADDRESS SERVICE REQUESTED



VALIANT AIR COMMAND OPEN HOUSE

The Valiant Air Command Museum will be hosting an Open House Veterans Day Weekend. There will be free admission to the Museum for all Brevard County residents and all active or retired military. I.D. required. The hours of the Open House will be 9:00 A.M. – 5:00 P.M., Friday, Saturday and Sunday, 09, 10 and 11 November 2007.