

# UN-SCRAMBLE

JANUARY, FEBRUARY & MARCH 2011

HIGHLIGHTS FROM OCTOBER, NOVEMBER & DECEMBER 2010



Well campers, it's getting closer!!!  
Your Camp Director, Lloyd Morris



Jack Dorrell ready to tell you all about the C-47.



Bill Dillard greets visitors by the F-86 Skyblazer.



Couple dancing at Veteran's Day Open House.



"Miss Suzan" - entertainers for the weekend.



George & Roanne Damoff with Santa at Christmas party.



Tico Belle at Cocoa Beach AirShow.



Our Board of Directors and their support staff "spouses" pause for a photo at the Christmas party. Unable to attend were Nancy Evans, Lora & John McCabe



Greg & Christine Zahornacky provided wonderful Christmas music for our Christmas party.



# TICO WARBIIRD 2011 AIRSHOW MARCH 11, 12 & 13



TicketDerby

"FLYING TIGERS"  
70TH ANNIVERSARY



© TERRY PYLES 1993

**MODERN MILITARY FLY-BYS & DEMOS • STRAFING RUNS  
VINTAGE WARBIIRDS & STATIC DISPLAYS • DOG FIGHTS  
ADMISSION TO AIRSHOW INCLUDES VINTAGE CAR SHOW & FLIGHT LINE**

## Space Coast Regional Airport

Gates Open 8:30AM • Flight Line Opens 9AM • Flight Line Closes at Noon  
Airshow Starts Approximately at 1PM • No Coolers or Dogs  
For Information Call: Tico Warbird Airshow, Inc. (321) 268-1941  
Advanced Tickets - Adult \$15, Children (4 to 12) \$5  
Gate Tickets - Adult \$20, Children (4 to 12) \$10



U.S. 1 & Route 405, Titusville, FL 32780 • Warbird Air Museum Is Open All Year  
Presented By Tico Warbird Airshow 2011, Inc. For The Benefit Of The Valiant Air Command

**VALIANT AIR COMMAND**  
Dedicated to restoring military aircraft  
6600 Tico Road  
Titusville, FL 32780-8009

Phone: 321-268-1941  
FAX: 321-268-5969

Website: [www.vacwarbirds.org](http://www.vacwarbirds.org)

Email: [vacwarbirds@bellsouth.net](mailto:vacwarbirds@bellsouth.net)

### **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.

501 (c) (3) Non-Profit Organization Educational Museum  
Recognized by the Internal Revenue Service

### **EXECUTIVE & SUPPORT STAFF**

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EVENTS COORDINATOR <a href="mailto:vacwarbirds@bellsouth.net">vacwarbirds@bellsouth.net</a>	Ann James 321-543-7147



**Help! Help! Help!!!**

Please remember to call with your change of address, whenever moving or going north or west for the summer months. We want to be sure to get your Un-Scramble to you. Thank you very much!!!

### **MUSEUM & GIFT SHOP**

**OPEN 7 DAYS A WEEK 9 AM-5 PM**  
Closed Thanksgiving, Christmas & New Year's Day

### **ADMISSION**

Adults \$18.00 Senior/Military \$15.00  
Children 5-12 Years \$ 5.00  
Children under 5 – No admission Charge  
Special Tour & Family Rates Available

### **FUTURE EVENTS - 2011**

01 Jan-----Happy New Year  
02 - 08 Jan---Special Sale in our Gift Shop  
08 Jan-----C-47 Flight scheduled  
15 Jan-----10:00 A.M. - AirShow Meeting -  
Lunch Room Members & Volunteers  
18 Jan-----Board of Directors Meeting  
12 Feb-----C-47 Flight scheduled  
14 Feb-----Happy Valentine's Day  
15 Feb-----Board of Director's Meeting  
10 Mar-----Dirty Flight Suit Party  
11 Mar-----Dinner/Auction  
11-13 Mar --TICO Warbird AirShow  
12 -13 Mar--C-47 Flights after AirShow  
17 Mar-----Happy St. Patrick's Day  
22 Mar-----Board of Director's Meeting (tentative)  
16 Apr-----Noon -AirShow Debrief /Survival  
Luncheon – tentative date. please check

### **COMMANDER**

Thank you to everyone that has donated to and is supporting the 2011 Warbird AirShow Fund.

Also thank you to everyone for their generous donations and support of the new Vietnam Hangar Fund. And most of all thank you to all of our staff, especially Bud Evans, Terry Yon, Lora McCabe and Lorraine Juhl for keeping the office in line, Pam and Betty for keeping the Gift Shop on target, and our volunteers for keeping our Museum on track while I was away for about a month due to the illness of my brother in Kentucky.

We had a very good turnout for Veteran's Day Weekend honoring our Korean War Veterans. Bud Evans honored them at table in the Memorabilia Room. Hiram Mann joined us in honoring the Tuskegee Airmen at a table also. Thank you for dedication and continued support of our Museum

The Christmas party was a huge success; approx. 100 in attendance. Greg and Christine Zahornacky provided Christmas music for all to enjoy. Thank you to all of our Board of Directors who attended



and especially their spouses for their continued support of them and our organization. I believe this is the first time we have had a photo of us together.



From left to right: Bob & Diane Frazier, Ron & Judi Davis, Terry & Janet Yon, Bob & Sandy Boswell, Lloyd & Gay Morris, Bud Evans (Nancy was unable to attend), Norm & Gaye Lindsay & Bob & Ann James. Lora & John McCabe also were unable to attend.

Our Gift Shop is moving right along and is keeping well stocked. See the Vintage Gift Shop report for our special sale in January.

I'm looking forward to March and our 2011 TICO WARBIRD AIRSHOW.

### **2011 AIRSHOW DONATIONS**

As of 21 December, the 2011 AirShow donations have reached from contributions from individuals and businesses. Thank you to all who have donated thus far and will donate in the future. Below is a list of donors thus far:

Afterburner, Inc. (Robert Mott)  
 Alexander Aviation Associates, Inc.  
 Badger, Lester A.  
 Bailey, Donald J.  
 Baker, George H. & Virginia S.  
 Bayerdorffer, Herman & Cynthia  
 Beddingfield, Sam T.  
 Best Western Space Shuttle Inn  
 Birch, Billy R.  
 Boyer, Stanley F.  
 Boswell, Bob & Sandy  
 Bristow Academy  
 Bristow Air Center  
 Buckley & Curtis, P.A. (Michael B. Buckley)  
 Buhlin, Emerson C.  
 Camp, Donald L.  
 Capito, Mike "Cap"  
 Connell, MSGT. USAF (Ret) Timothy J. & Kuan C.  
 Conrad Yelvington Distributors, Inc.  
 Cox, James M. & Stephen J.  
 Crawford, James A. & Brenda  
 Creecy, Charles T. "Tom"

Crile, Vaughn W. & Gayel M.  
 D'Amario, Alfred J. & Colleen R.  
 Damoff, George T. & Roanne  
 Davis, Richard A.  
 Dayton, Peter M. & Eileen  
 Deakins-Carroll Insurance Agency (Misty & Staff)  
 DNC Parks & Resorts at KSC, Inc. (Bill Moore)  
 Dillard, William N.  
 Dixie Crossroads, Inc.  
 Dorrell, John W. "Jack" & Joan  
 Easter, Larry E.  
 Eldredge, Donald F.  
 English, Serge M.  
 Etter, Thomas R. & Patricia E.  
 Ezell, Ivan J.  
 Fardie, Kenneth W. & Sherry  
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 Fleck, Francis C. "Frank"  
 Florida Biplanes  
 Gallant, Ronald J. & Linda L.  
 Garrett, Janis C. & Scott  
 George Baker Aviation  
 Graveline, Robert P.  
 Greist, David M. & Rose  
 Grismer, James A. & Anne M.  
 Gryphon Group Security Solutions, LLC  
 Harris, Herman L.  
 Haydu, Bernice  
 Herb Daniels Truck & Auto Center, Inc.  
 Hickman, Ray E.  
 Higgins, Timothy P.  
 Holiday Inn  
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 Hosley, David L.  
 Hussey, Donald L. & Carol J.  
 Johnson, Dr. J William & Margery  
 Juhl, Marvin T. & Lorraine M. Juhl  
 Keyes, Kathryn G.  
 Knepper, David P.  
 Liggett, III, Roy B. "Traey"  
 Lindsay, Norbert A. "Norm" & Gaye M.  
 Littell, R. Wallace  
 Mack, James E.  
 Masessa, Dr. Joseph M.  
 Marco, David A. & Julie  
 Mathis, David E.  
 McClure, Jerry D. & Anita M.  
 McGrath, Joseph P. & Deborah H.  
 McNamara, Harry J. & Marilyn L.  
 Moore, Gladys A.  
 Moriarty, Eugene P.  
 Mosley, Robert L. & Carolyn S.  
 Nettuno, Daniel L.  
 Newton, Richard A. & Kathy  
 Nishimura, Robert H.  
 Papa John's Pizza  
 Parrish Medical Center  
 (George Mikitarian/Natalie Sellers)  
 Paul's Smokehouse Inc.  
 Rishell, C. Lyle & Marilyn  
 Roberts, Ray O.

Royce, Ralph S.  
Saletzki, Larry J. & Genda E.  
Shaver, Dan & Cindy  
Sherman, Dennis M. & Sharon A.  
Simmons, M.D., Kevin S.  
Snapp, Helen Wyatt  
Space Coast Jet Center  
Steinwedel, Norbert  
Stickley, Howard J. & Rhea K.  
Strickland, John W.  
Super Three, Inc. (Charles W. Clements)  
Super 8 Titusville Kennedy Space Center Area  
Sutcliffe, David A. & Patricia M.  
Tannenbaum, Col. Leon M.  
Tensor Engineering (Walter J. Gatti)  
The Outer Marker Cafe  
Tulley, James H. & Kathleen A.  
Van Poll, Gerald  
Walker, Richard E. & Cornell  
Wall, Robert D.  
Whitney, David (Matching contribution from  
Emerson - Robert. M. Cox, Jr.)  
Woodard, Paul L.  
Yon, Terry A. & Janet

Keep 'em flying!!!

Lloyd W. Morris

Son, you're going to have to make up your mind about growing up and being a pilot. You can't do both.

### **EXECUTIVE OFFICER**

So much has been going on during the last three months that as a Board Member who does not spend much time at the museum, I am amazed each time I am there. The staff members and volunteer workers have handled all of the normal and special events that we have had during the past three months in a superior professional manner that would make anyone proud to say they belong to this organization. As always there are just too many people to single out any one for their contributions. Our Commander Lloyd Morris has had to return to his family in Kentucky for a period of time to deal with an emergency. Although he has been sorely missed the Staff has kept the organization running on an even keel which speaks well of the stability he and his working Staff have created during the past few years. All of you members who continue to support the Valiant Air Command can feel well served by the custodians of your membership. You will have a better and more complete coverage of the activities of the museum and plans for the up coming AirShow and the opening of the new display hangar as you read the reports from the working board members. We hope

that all of you members will take advantage of visiting the Museum every opportunity you get. You will always find a new and interesting improvement. We are an ever changing and growing organization.

N. C. "Bud" Evans

### **AVIATING WITH EVANS**

### **NAPALM AND ANTI-ICING**

In mid-November of 1950 the Chinese were pouring across the Yalu River in full force attacking the Allied Forces and pushing them back from the positions they had established below the River. (which is the Chinese border with North Korea). Three days of bad weather had prevented me from flying air strikes supporting our troops. We knew that the situation was rapidly deteriorating for our Ground Forces and we just sat around waiting for a break in the snow. That break came on the 4<sup>th</sup> day and I had an early morning mission that put me just south of the Yalu River shortly after the bright sun climbed into a crisp clear blue sky with visibility that was forever. I was leading my flight of four F-80's, each carrying: 2 napalm tanks, four 5 inch rockets and six 50 caliber fully loaded machine guns. When I made a slow descent from 60 miles out, the bright white snow covering the ground made the Chinese troops and their vehicles stand out against that bland background. The exhaust plumes from the tanks and other vehicles revealed the locations of the main mechanized portion of each column on the two main highways in the northwestern part of North Korea. They both seemed to come out of Sinuigu and one angled down the western side and the other came down the center of the peninsula. I positioned my four F-80's so that our flight path took us half way between the two highways and observed a rare sight. Both roads were packed with troops, trucks, cars and tanks. All of them were heading south and they must have felt pretty cocky, as there had been no air opposition during the previous 3 days. To me it looked like the first days of the war when there were more targets than we could possibly destroy. The big differences were that the terrain was relatively flat offering them no place to hide and we now had a lot more combat savvy with the proper way to use our jet fighters in the ground attack role. I continued almost to the Yalu as I made the decision as to which column I would concentrate my attack. There were a few small hills that required the western most roads to make a long "S" turn. This meant that we could

come in low and fast from behind one hill and hit the vehicles and troops at each end of the "S" turn in the road and create a road blockage of burning trucks in two places. This would block passage for all the vehicles behind the strike area and give us a large number of stationary targets. What I saw as I popped up over the small hill was a mixture of trucks, tanks and cars with literally hundreds of troops clogging the road between snowdrifts on each side. I quickly fired 2 rockets with good results hitting a tanker truck which erupted into a fireball. My numbers #2, #3 and #4 followed suit, hitting trucks, jeeps and troops. We struck before they knew we were there and then we disappeared off to the West behind another hill. I could see a large number of tanks and after flying several miles away from the road, I turned back to the Southeast and attacked the invading Chinese on a slight angle. This time I instructed the each flight members to each pick out a tank on which to drop one of their Napalm tanks. My target was the southernmost tank in the line of southbound vehicles that we approached. Much to my dismay after looking back after dropping one napalm tank and expecting to see a wall of fire, there was nothing. Only one of the 4 napalm tanks that were dropped exploded destroying that tank. I could see that the T-34 tank I had napalmed was covered with a glistening liquid and immediately I knew my grenades had not exploded. (Nor had they on 3 of the 4 tanks we had dropped). I made a quick call to the flight instructing them to return to their targets and fire a burst of 50 caliber rounds at them. (That is a "No, No" as far as fighter pilots are concerned because the enemy is waiting for you when you come back for a second attack on the same target). However, it worked! As my short burst of API (Armor Piercing incendiary) rounds hit the jellied covered tank they created an immediate Bar-B-Qued tank.

My next attack was made with the foreknowledge that I would have to make a second pass on the same target if the napalm tank grenades did not explode. They didn't and all of the flight had to make second passes on each of the tanks to set the napalm jelly on fire. We were now lighter and faster and proceeded back almost to the Yalu and worked our way criss-crossing the road where our first "road blocking strike" stopped the Chinese. It was a devastating attack as we used all of our rockets and the last of our ammo. Following my last firing pass I pushed my throttle to 98% power to start my climb to the South towards K-2 some 350 miles away. When my engine was almost to its

full power it suddenly seemed to flameout! The power dropped dramatically and the aircraft felt to me as though it had stopped in mid-air!! Within a heart stopping second or two, I felt the engine surge back toward full power and then lose power again, then accelerate and fall again. The F-80 acted as though it was running out of fuel. You can bet that I had 20 things running through my mind at warp speed and none of them were good! I was poorly placed as some of the Chinese I had attacked were still ahead of me and crashing or ejecting would put me in the midst of some very unhappy Chinamen. Without any other thought about the cause of this engine fluctuation, I reached for and pushed the engine anti-icing switch. The engine slowly regained full power. I held the switch for a second or two then released it feeling comfortable that I had solved my problem. That lasted for only about 5 or 6 seconds after releasing the switch then the power again began to drop off. Next time I held the switch on again and after several long, long seconds the power surged back to normal. Once again I had cheated the Grim Reaper only to have the problem return as soon as I released the switch. I knew the F-80 had only a small de-icing fluid tank but I was climbing and heading south all of the time. I decided that I would hold the switch down until all of the de-icing fluid was gone and hopefully I might be beyond the lead Chinese convoy if I had to crash land or eject. My heart stopped once again when I saw the "Tank Empty" warning light come on but this time the engine only had a momentary drop in RPM and then returned to 100% power. Needless to say I was aware of every change in sound of that engine all the long flight home but I was not nearly as concerned once I was sure I was over friendly territory.



Some of my flight members: (Diefendorf, Evans, Quanbeck, Watson)

One thing I learned about the Chinese on this mission which convinced me that they were every

bit as heartless as the North Korean soldiers, was the way they tried to hide their tanks. They would drive them through the side wall of people's houses and then hang white canvas sheets to cover the hole. This was supposed to fool the Fighter Pilots from discovering them. The problem this day was that their tracks in the new fallen snow revealed their hiding place as though they had sent out invitations. Almost reluctantly, when we napalmed and bombed the North Korean houses; on subsequent missions it was done only when the tank tracks went into those houses and no sign of tracks showing they had left.

Napalm is a terrifying weapon. It was the only weapon that caused the North Korean and Chinese troops to run from their hiding places when they saw us approaching at low altitude towards them with napalm tanks hanging from our wings. I learned that the reason our napalm didn't burn when it hit the tanks on that mission was that the armament crew had run out of phosphorous grenades which were used to ignite the napalm jelly and had substituted regular grenades. At least we learned it was possible to ignite the napalm jelly with our incendiary 50 caliber ammunition.

I also made certain from that day on when flying in sub-zero temperatures at low altitude that the "Engine anti-icing tank" was completely full!

N. C. "Bud" Evans [c]

### **OPERATIONS OFFICER**

**2010** was a good year for Operations! Thanks to the strong support of our members and volunteers the Valiant Air Command expanded in all areas.

**AIRSHOWS & FLYING** Although we lost the first day of the TICO WARBIRD AIRSHOW 2010 due to weather, the crowd Saturday and Sunday all but made-up the difference and we had a very successful event.

Our 4<sup>th</sup> of July Red, White & Boom event was also lost to bad weather. The first aerial act, Retro Flight had just completed their routine when the show was called for an approaching storm. Thank you Retro Flight! We will try again next year to provide this great family event for the local residents.

Thanks to all the volunteer maintainers and crew members of our Flag Ship, the TICO BELLE, we had a busy year supporting active duty military

events and parachute teams and attended numerous air shows including Lumberton, NC, St Augustine, Flagler, Punta Gorda, Melbourne, Cocoa Beach and Stuart, Florida. The Belle also participated in the 75<sup>th</sup> anniversary of the C-47 / DC-3 at "The Last Time" reunion at Whiteside County Airport in Rock Falls, Illinois and the 26 ship formation flight to EAA AirVenture at Oshkosh. Bob & Ann James and Jim & Genie Owens led the way organizing and training the crews, developing the procedures and forms, and scheduling the passengers, so we could provide revenue flights for warbird enthusiasts. Thanks to Captains Bill Lumley and Dick Osborne, who commuted from South Florida for each flight, we kept the Belle flying.

The old VAC Air Show Team (AST) that promoted the VAC as a one stop shop for planning and production of air shows and using our aircraft to fly in their event has been brought back to life. Mike Dunkel will serve as the Team Leader to encourage other locations to use our services and / or aircraft in their air show. Mike Dunkel, Ken Terry and I attended The Annual ICAS (International Convention of Air Shows) Convention in Las Vegas

The TICO WARBIRD AIRSHOW 2011 is set for 11-13 March. This show is dedicated to The Flying Tigers. We will have P-40s, other CBI aircraft and will host some of the original members. This will be a robust show with many new acts, including a jet car, and expanded activities for the kids. Media Day will be held at the airfield on Thursday. Activities will center on the Pilots Tent where the Media and VIPs will be introduced and teamed with a Flight Crews and Aircraft. Following briefings and photo sessions, local area orientation flights will get airborne. Kevin Quinlan will provide another of his great cookouts in the VAC Main Hangar Thursday evening. Success of the Warbird AirShow depends on the involvement of our members. Thanks to the many highly talented core volunteers who return each year the AirShow has been touted as one of the "Best in Florida". Volunteers are the lifeblood and we need you. Become an active member of the VAC Team that puts Warbirds back in the air. Our next AirShow Organizational Meeting will be held in at VAC on Saturday, 15 January 2011. Coffee and sinkers will kick off the meeting at 10:00 am. This will be our last general air show planning meeting.

**AIRPLANES** Hard work by our maintainers resulted in refurbished and freshly painted aircraft for display. The TBM team, under the sponsorship

of Mike Dunkel, is in a full court press to make the aircraft airworthy for out 2011 AirShow. A major mile-stone was reached on Saturday, 18 December when they successful started and ran the Avenger's engine. A number of new aircraft have been procured by Bob Frazier for display, most notable the OV-10 Bronco and the Blue Angel F-18 Hornet. In addition we have added several flying member aircraft. Mile Dunkel acquired the Blue #7 L-39 and a T-28, and Karl Holly brought in his newly acquired T-28.

**MUSEUM - CONSTRUCTION** Lloyd Morris and Norm Lindsay have been working construction of the new Vietnam Display Center on a daily basis and the dream is becoming a reality. The hangar structure itself is completed and the crew is completing the interior walls & rooms along with the outside ground works.

**MUSEUM - ACTIVITIES** Our two annual Open House events that we host for the Military and Brevard County residents were well attended. Tours, entertainment, food and airplane rides were enjoyed by those who chose to participate. Speaking of tours, under the leadership of Terry Yon the ranks of our Tour Guides has grown so large they could form their own military unit. In addition to being the largest troop of guides we have ever had, they are also the most knowledgeable. In the Museum Gift Shop both the appearance and the line of items for sale have greatly improved. We have the best model shop in the county. If you haven't visited the gift shop recently you owe it to yourself to stop by and see what they have to offer. The VAC Warbird Museum is one of the Space Coast's Premier Destination for visitors. Show-off your museum to your out of town guests.

Lorraine Juhl and I have been going to Titusville Chamber of Commerce and other organizational events to promote the VAC.



VAC booth at ICAS in Las Vegas – see article above.



Bob Boswell promotes VAC with seniors at Senior Fest.



We have a happy winner of our gift basket at the Senior Fest.

## **VIETNAM DISPLAY HANGAR BUILDING FUND**

Thanks to all of the individuals and businesses who have so generously supported our new Vietnam Display Hangar Fund during the past year either through brick purchases, membership levels, or general building fund donations:

Abbott, Millard S. (Mel)  
 Allison, William S. (Stu)  
 Badger, Lester A.  
 Bailey, Donald J. (Beetle)  
 Baker, George H. & Virginia (Ginny S.)  
 National Geographic Society (BBC Film)  
 Barendse, Louisa "Weezie"  
 Barry, Earl C. & Alyse  
 Baxter, Joann  
 Bayerdorffer, Herm  
 Beddingfield, S. T. (Sam)  
 Beltzner, Dale & Rosalie  
 Bettencourt, Philip & Marilyn  
 Birch, Bill R. (Billy)  
 Blau, Paul S.  
 Boswell, Bob & Sandy  
 Boyken, Jeff  
 Brady, James G. & Violet M.  
 Bray, Wayne & Bridgett  
 Brewer, John D.  
 Buhlin, Emerson & Natalie  
 Capito, Mike  
 Carolina Golf Cars, Eisenhauer, Phil (L/F) 6  
 Chan, Jessica, Tian & Tristan  
 Clark, Garrett L.  
 Clarke, Elizabeth F. & Thomas H.  
 Crocker, H.  
 Crocker, J.  
 Cross, Eliot G.  
 Dale, Robert A.  
 Damoff, George  
 Davidson, Kelly C.  
 Davis, Ron & Judi  
 Dillard, USAF (Ret), Col. William N.  
 Domagala, Victoria M. & Phillip E.  
 Dorrell, Jack & Joan  
 Drake, M.D., Timothy E.  
 Dunkel, Mike & Pam  
 Eldredge, Donald F.  
 English, Serge M.  
 Felt, Morris  
 Felton, Jean  
 Field, Peggy A. & J. A. Michael  
 Fisher, Darrell M. & Dorothy M.  
 Frazier, Robert H. Jr. & Diane P.  
 Frazier, Robert H. Jr. & Diane P.  
 (In Memory of Billy & Ricky)  
 Gage, II, Raymond W. (Ray)  
 Geiler, William  
 Giordano, Mark & Mary  
 Glenn, Richard  
 Graefe, George A. & Margaret A. (Peggy)  
 Graveline, Robert P.



Gruber, Robert B. "Bob" & Karen M. Harrington  
 Guterrez, Robert Sy  
 Haydu, Bernice  
 Hickman, Ray E.  
 Hofbauer, John F. "Jack"  
 Hussey, Donald L. & Carol J.  
 James, Jeff & Jessica  
 James, Robert (Bob) & Ann  
 Juhl, Marvin T. & Lorraine M.  
 King, Col. & Mrs. William I.  
 Kuttesch, Shirley J.  
 Liggett III, Roy B. "Traey" & Family  
 Lindsay, Gaynell "Gaye" M.  
 Lindsay, Norbert "Norm" A.  
 Mack, James E.  
 Mann, Hiram E. & Kathadaza H.  
 McClure, Jerry D. & Anita M.  
 McNamara, Harry J.  
 Meyer, Robert (Flea)  
 Miller (J. M. Miller Inc.), John M.  
 Morris, Lloyd W. & Gay  
 Eastern Mapping Services and Vintage Wings  
 Munsey, Jr., USN (Ret), Capt. Charles R. "Bob"  
 NCCI Holdings, Inc.  
 Neighbours, Terry L.  
 Nichols, Jay K. & Gail A.  
 Nishimura, Robert H.  
 O'Neal, James W. & Glenda W.  
 Osbun, Michael R.  
 Ohlrich, Jeanne  
 Ohlrich, Water E.  
 Paika, Jr., Fran  
 Peckham, Howard L.  
 Phillips, Richard G.  
 Pietrarroia, Anthony B. & Caroline E.  
 Rackl, Joseph M.  
 RAI Corporation, Client Services-Meg Lane  
 Reilly, Tom  
 Rellihan, Michael G. & Paula S.  
 Royce, Ralph & Shumaker, Nancy C.  
 Schmitz, Randy W. & Kimberly A.  
 Shook, Arvid  
 Sietsma, Lawrence F. & Sherry D.  
 Slawson, Cunningham, Whalen & Gaspari, P.L.  
 (Dick Slawson) & General Operating Acct.  
 Stickley, Howard & Rhea L.  
 Stowers, Jr., Harry W. ("Wes") & Elizabeth S.  
 Strickland, John W.  
 Sutcliffe, David A. & Patricia M.  
 Tannenbaum, Lee M.  
 Tarter, Albert  
 Taurasi, Domenic L.  
 Towe, James A. & Margaret C.  
 Towe, Mallory  
 Towe, Ryan  
 Trachtman, Jerry H. & Deborah W.  
 Vandevoorde, Rene G. & Karen M.  
 Wall, Robert D. & Donna J.  
 Whalen & Gasperi, P.L.  
 Wiesen, Harold O.  
 Woodard, Paul L.

Woods, USAF (RET), Lt. Col. Robert E. & Pat R.  
 Wright, Sr., John R.  
 Yon, USA (RET), Col. Terry A. & Janet

Thank you for your continued support.

Happy New Year!

Bob Boswell

## MAINTENANCE OFFICER

C47 – The next maintenance task will be the 25 hour check that will fall in February of 2011. At that time we will pull the altimeters for their 24 month calibration check and leak check of the static system. We have two spare fuel pumps on hand at the present time as they have been a problem in the past year. We were able to fill four revenue flights in early November of this year due to the tourists that were in the area for the recent planned Space Shuttle launch. The launch was postponed several times thus allowing us the chance to fill the seats on the four flights with tourists looking for something fun to do in the meantime!

TBM – We have the good fortune to have three new maintenance volunteers join the TBM effort - all of them A & P mechanics (Mike Brady, Tim Matlack and Howard Blakley). Chris Bohan, Jim Owens and Bob Munsey have been working on the electrical system and have been making great progress. They will be ready to do a continuity check on the circuit breaker box and its associated wiring this coming week. Following a successful engine start it will be ready to install in the aircraft. This will get us very close to the near term goal of starting up the engine. Tom Etter and Jim Towe have installed the turret reinforcing plate after several hard days of fit up and structural adjustments. They have also been working on the installation of the recently overhauled engine instruments. The carburetor, magnetos, ignition ring, prop governor and tach generator have been removed, overhauled and reinstalled due to the generous contributions of Mike Dunkel.



Bob Munsey and  
 Chris Bohan  
 work on  
 electrical wiring  
 for the TBM.

Robert E. James

## **GRUMMAN GREMLINS**

Christmas is just around the corner. We are waiting with great anticipation for the grand opening of our new Vietnam Memorial Hanger. The concrete apron still has to be pored.

During this time, the Grumman Gremlins are busy with visits to their families and other social commitments.

Work is still progressing on fabrication of assorted access cover plates for the McDonnell F4FJ Phantom II. Many of these access plates were missing or badly eroded when this aircraft arrived at our museum facility. We have received two ejection seats for our aircraft. They still have to be installed in their respective cockpits. Clean up is still on going before we can even think about painting.

We have installed the wings and attached the missile rails on our Blue Angel F18-A Hornet. The horizontal stabilizers were also installed. The Hornet has received an ejection seat to be installed in its cockpit at a future time.

The F11F-1 Tiger refueling probe has been reinstalled. Its gun bay doors were also reworked and rebuilt. We still have to be able to gain more room in order to accomplish the reattachment of the right wing assembly to the fuselage.

Our machine shop has been modifying a tow bar assembly for the C-47 Tico-Belle. It needs to be collapsible enabling it to be carried on board the aircraft as it journeys to other airshows on the circuit for its appearances.

George "Dutch" Graefe  
Projection Restoration Officer

## **PERSONNEL OFFICER**

Our Lifetime Membership continues to grow. We express our sincere thanks to those who have chosen this form of membership. A current list of our Lifetime Members follows:

Abbott, Millard S  
Anderson, Roland V.  
Baker, Winn & Carolyn  
Barden, Robert J. & Marge  
Beck, Preston E. & Gladys  
Bettencourt, Philip & Marilyn A.  
Birch, Bill R.  
Blau, Paul S. & Mary  
Boswell, Bob & Sandy  
Burriss-Meyer, Peter & Sandra

Capito, Mike "Cap"  
Connell, Timothy J. & Kuan C.  
Copeland, Edwin & Mary J.  
Coussoule, John P. & Gail B.  
Crews, Albert H. "Al" & Jeanne  
Crile, Vaughn W. & Gayel M.  
Cross, Joe  
Dale, Robert A. & Nora  
Damoff, George T. & Roanne  
Dexter, Linc  
Diaz, Peter & Georgette  
Dillard, Bill  
Doerr, Donald F. & Annette E.  
English, Serge M.  
Fardie, Kenneth W. & Sherry G.  
Fisher, Darrell M. & Dorothy M.  
Frazier, Robert H. & Diane  
Friis, Carl  
Friis, J. James & Carol E.  
Friis, Mark  
Graefe, George "Dutch" & Peggy  
Hamilton, Robert W.  
Harris, Herman L.  
Hofbauer, John F. "Jack" & Andrews, Unni  
Holly, Karl & Balshen  
James, Robert E. & Ann  
Johnson, Jr., H. A. Fred & Baron J.  
Jones, Thomas J. & Helen L.  
Juhl, Marvin T. & Lorraine M.  
Keeler, George C. & Agatha L.  
Koller, Albert & Carol  
Lapham, Arthur E.  
Linkous, Danny R. & Diane  
Lippman, Allan W. & Joan V.  
Lorino, Jr., Sam  
Luebbers, John T. & Deborah P.  
Lumley, William Burt  
Mack, James E.  
Mathis, Dave & Lillian  
McElwee, Chuck & Ping, Jennie  
McKelvey, William & Jeanne  
Milner, Harry M. & Eleta D.  
Munsey, Bob  
Nishimura, Robert H.  
Norville, Gary & Carole  
Ohlsson, Lenny  
Peiffer, R. J. Dick" & Nicki  
Pound, Frank R. & Betty  
Reilly, Tom & Suzzie  
Rellihan, Michael G. & Paula S.  
Roberts, Ray O.  
Sansom, Jerry H. & Dixie  
Schumann, Jr. & John & Kathi  
Sherman, Dennis & Sharon A.  
Sietsma, Lawrence F. "Larry" & Sheryl D.  
Slawson, Richard W.  
Snapp, David  
Stone, Ronald T. & Theda J.  
Telling, Frederick W. & Clark, Barbara  
Towe, Jim & Margaret  
Trachtman, Jerry H. & Decorah W.

Tyree, Donald W. & David W.  
Wells, Robert & Brenda  
Wilder, Barbara  
Wilms, Fred R.  
Woodard, Paul L.  
Yelvington, Conrad & Margaret  
Zatroch, Steven L. & Shirley J.

### **TOYS-FOR-TOTS**

We did very well collecting our Toys for Tots. To date the U.S. Marine Corps has picked up two full boxes and we have more coming in as of this UnScramble. Thank you for showing your support and donating toys for the needy children in our area.!!!

### **NEW & RENEWAL MEMBERS – 17 AUGUST – 21 DECEMBER 2010**

#### **NEW MEMBERS**

Alves, Andre / Alves, Desiree L.  
Andreasen, Martin J.  
Aulich, Richard / Aulich, Karen (C-47 Comp.)  
Best, Ronald L.  
Betts, Robert H. / Betts, Barbara E.  
Blackwell, Donald L. (C-47 Comp.)  
Bydaek, Ben (C-47 Comp.)  
Caruso, Ralph L.  
Chandler-Mant, Richard (C-47 Comp.)  
Christie, David (C-47 Comp.)  
Cifelli, Nicole (C-47 Comp.)  
Cianci, Jr., James J.  
Cornelius, David (C-47 Comp.)  
Crawford, James Anthony  
Davis, C. Allen (C-47 Comp.)  
Davis, Chuck (C-47 Comp.)  
Demko, Doug (C-47 Comp.)  
Doerr, Donald F. / Doerr, Annette E. (Lifetime)  
Easter, Larry E.  
Eberhardt, Michael / Eberhardt, Kimberly (C-47)  
Edwards, Charles / Edwards, Diana  
Fardie, Sherry G. (Lifetime)  
Fischer, Bob / Fischer, Lt. Ryan (C-47 Comp.)  
Fitzgerald, James E.  
Friedland, Jay (C-47 Comp.)  
Funk, Matthew / Johnson, Kelley  
Gay, Steve / Gay, Joy (C-47 Comp.)  
Hall, Marlene (C-47 Comp.)  
Hamilton, Brian (C-47 Comp.)  
Harris, Marc (C-47 Comp.)  
Harvey, Neil (C-47 Comp.)  
Hertlein / Hertlien (C-47 Comp.) [Mail-in]

Hicke, Donald R. (C-47 Comp.)  
Higgins, Michael W.  
Hipkin, Arne (C-47 Comp.)  
Hornberger, Dennis / Hornberger, Angelina  
Holly, Karl / Balshen, Elena (Lifetime)  
Holtman, Carl O. (C-47 Comp.)  
Holtman, Janelle, M. (C-47 Comp.)  
Howell, Rod (C-47 Comp.)  
Howell, Tim (C-47 Comp.)  
Hucklebridge, Paul (C-47.)  
Hurt, George R.  
Isaacman, Jared (C-47 Comp.)  
Keller, Paul S. (C-47 Comp.)  
Kerby, Jerry (C-47 Comp.)  
Key, Bill / Key, Marlene (C-47 Comp.)  
Labriola, Lawrence (C-47 Comp.)  
Lanoue, Richard R. / Lanoue, Phyllis J.  
Lewis, John M. (C47 Comp.)  
Maisonhier, Nicholas (C-47 Comp.)  
Martens, Frederic (C-47 Comp.)  
McNeely, Greg  
Mesa, James A. (C-47 Comp.)  
Mitchell, Joseph H. / Mitchell, Lola  
Morales, Joseph A. / Morales, Beatrice  
Nakashima, Ted (C-47 Comp.)  
Neugebauer, Hans J. / Neugebauer, Susan B.  
Nelson Richard A.  
Ovalle, Marlin (C-47 Comp.)  
Peovitis, Nicholas (C-47 Comp.)  
Peovitis, Vasilki (C-47 Comp.)  
Pernicka, Edward J. (C-47 Comp.)  
Pernicka, Edward L. (C-47 Comp.)  
Potter, Michael D. / Potter, Sandra (C-47 Comp.)  
Prince, Wayne M.  
Sallmen, Jeffrey W.  
Sawyer, Lisa Marlene (C-47 Comp.)  
Shinn, Douglas  
Vitale, James S.  
Volle, M. Laurent (C-47 Comp.)  
Vuoksivirta, Tarja (C-47 Comp.)  
Ward, David E. / Ward, Sandra P.  
Woolf, Mel / Woolf, Peggy (C-47 Comp.)

#### **NEW LIFETIME MEMBERS**

Capito, Mike "Cap"  
Doerr, Donald F. / Doerr, Annette E.  
Fardie, Kenneth W. / Fardie, Sherry G.  
Holly, Karl / Balshen, Elena

#### **RENEWALS**

Avezzie, Harland



Bales, Dwight N. / Bales, Marilyn  
 Baxter, Joann V.  
 Bohrer, John J/ "Jack" / Bohrer, Rosa Lee  
 Bragg, Medford N.  
 Brooks, Adrian C.  
 Brooks, Doug  
 Carter, Stephen P.  
 Cox, James M. / Cox, Stephen J.  
 Dixon, Ronald C.  
 Dugger, Sterling Keith / Dugger, Carla L.  
 Eldredge, Donald F. / Eldredge, Marilyn  
 Etter, Thomas R. / Etter, Patricia E.  
 Evans, Bud / Evans, Nancy  
 Felt, Morris R. / Felt, Trudy A.  
 Foraker, Robert L. "Bob" / Foraker, Lynn M.  
 Gage II, Col. Raymond W.  
 Gallant, Ronald J. / Gallant, Linda L.  
 Graveline, Robert P.  
 Healen, Jack B.  
 Higgins, Timothy P.  
 Holm, Barry W. N. / Holm, Scott  
 Jeffers, Jerry I.  
 Jourdain, Robert W.  
 Keilin, Ronald  
 Kerwin, F. Leo  
 Keyes, Barry E.  
 Kirk, John H.  
 Lyons, Rodger V.  
 McGrath, Joseph P. / McGrath, Deborah H.  
 Moddle, Jr., Stephen S.  
 Morales, Joseph A. / Morales, Beatrice  
 Moriarty, Eugene P.  
 Morris, Lloyd W., / Morris, Gay B.  
 Morrison, Thomas M. / Morrison, Andrina  
 O'Mara, Col. Gerald M.  
 O'Neal, James Walter  
 Orth, Jr., Walter H. / Orth, Roberta A.  
 Osbun, Harry H. (C-47 Comp.)  
 Platt, Steven  
 Powers, Jimmy R.  
 Raisch, Chris / Raisch, Lisa  
 Rathgeber, Claude E.  
 Reus, Joseph H. / Reus, Shirley M.  
 Riggle, Donald C.  
 Schlafly, Fred E. / Schlafly, Sheila B.  
 Schulten, Paul E. / Schulten, Lisa G.  
 Shad, Conrad Pierson / Shad, Marcia D.  
 Silen, Roland E. / Silen, Barbro E.  
 Simpson, Rufus E. / Simpson, Viola M.  
 Skelley, Thomas J.

Smith, Cary H. / Smith, Michelin  
 Snapp, Helen Wyatt  
 Stanton, John E. "Jack"  
 Steinwedel, Norbert / Steinwedel, Evelyn  
 Stickley, Howard J. / Stickley, Rhea L.  
 Strickland, John W.  
 Tanner, Charles M. / Tanner, Nancy P.  
 Terry, Ken / Terry, Sue Konig  
 Tinnirello, Albert  
 Tinsley, Robert S.  
 Walbrun, Gerald L. "Jerry" / Walbrun, Marion N.  
 Weldon, James S.  
 Withrow, Richard A.  
 Zellers, Clyde C.

### **MEMBERS and FRIENDS GONE WEST**

We do not always hear promptly of our members and friends that have gone west. We appreciate a call or notice from anyone who knows of or learns about those that taken their High Flight. Our sincere condolences go out to all of their family and friends.

10 Mar 2010 – H. Evan Zeiger, Jr.  
 12 June 2010 – Frank Joyner Boyce  
 02 July 2010 – Tim McDonald  
 22 Nov 2010 – Vernon W. Khail Sr.

Col. Khail, one of the founding and long time members of the Valiant Air Command, was also a former Maintenance Director and member of the Board of Directors – he and his wife, Betty (Members 13 & 14) worked many years here at the VAC. Our thoughts and prayers go out to his family and friends.

Ron Davis

### **FACILITIES OFFICER**

### **NEW HANGAR UPDATE**

Things continue to operate flawlessly at the VAC so rather than bore you with uneventful events, let me share some information on a non-VAC facility.



Bob Bixby and Norm Lindsay when they first started working on the TICO BELLE!



## **BOEING TO DEMOLISH HISTORIC PLANT 2**

After 75 years of service, Boeing' Co.'s historic Plant 2 is being demolished. Built alongside the runway of Boeing Field, in Seattle in stages, beginning in 1935, the plant produced thousands of America's most important airplanes. Its first great product was the B-17 Flying Fortress, and it produced the majority of the nearly 13,000 examples of the legendary bomber that were built.

Later in World War II the plant built the prototype and thousands of operational B-29's most complex and expensive combat aircraft of the war, and the type of aircraft that dropped the two atomic weapons that ended the war (the aircraft that flew those missions, however, were built in Omaha, NE.)

At its peak Plant 2 employed tens of thousand of workers, nearly half of them, in a significant change to American culture, women. During World War II, the plant was even camouflaged, with an entire fake city built across its massive roof. After World War II, the plant continued to support development and production of Boeing aircraft, and was the location for the design and construction of the B-47, the most dramatic and innovative aircraft of its era and, with its sweptback wings and pod-mounted engines, the technical forerunner of every current passenger and cargo jet. In the early 1950's it hosted development and initial production of the B-52, which is well into its second half century of service. In the 1960' it turned out the first Boeing 737, the ubiquitous twin engine jetliner that has sold over 7,000 examples.

Plant 2 is a victim of its own age and physical limitations. Its 35 foot high hangar beams limited the size of aircraft that can be constructed and moved inside the building. Newer and larger

aircraft, starting with the Boeing 707, had to be built elsewhere.

Norm Lindsay

## **PROCUREMENT OFFICER**

Initially I would like to thank the several members and others who responded to the request for Vietnam era artifacts and memorabilia. The items and related efforts by Frank Pound will lead to their being displayed in the hangar memorabilia room.

## **KING AIR 210 FLIGHT TRAINING DEVICE**

The VAC Museum has been offered an older King Air airplane simulator for use and display in the museum. The unit is electro mechanical, and has been offered by Cloud Dancer Aviation. We have inspected the unit and it appears to be in good condition; it may require some minor tune-up. We hope to use it as a pilot training device, and for our younger visitors.

## **AIRCRAFT EJECTION SEATS**

We have been able to obtain three modern ejection seats from the US Naval Air Museum. The seats are now being restored and cleaned. The seats will be installed in our recently acquired F/A-18 Hornet and in our F-4J Phantom II, now under restoration. They will enhance the appearance of the aircraft.

## **US NAVY PROPERTY INVENTORY**

The Navy has requested an annual inventory, identification and photographs of all property that is on loan. We have some 29 items in the museum that are on loan from the US Navy. Steve Zatroch is assisting with the photography.

## **CIVIL RIGHTS QUESTIONNAIRE**

The General Services Administration (GSA) has sent the museum an Office of Civil Rights (OCR) questionnaire regarding the museum's compliance with US Civil Rights laws. This relates to our recent acquisition of the OV-10 aircraft; a draft response has been submitted.

## **-----AUCTION-----AUCTION-----AUCTION-----**

Now that the planning and activities for the 11, 12 & 13 March 2011 AirShow have been started, we now must plan for the ANNUAL VAC AUCTION. First of all, we need aviation and historic items to put into the Auction.

Please search your sources for any material we might use. Beyond that, search your own attic or basements, talk to friends and neighbors that may have any material we can use.

Direct any donations to Bob Frazier to be held at the Museum. Remember we are a non-profit organization and donations can be tax deductible for you.

Bob Frazier

### **PUBLIC RELATIONS OFFICER**

As many of you may know we get literally hundreds of emails each week communicating with us for a variety of purposes. It's always a pleasure to hear from folks who have supported us in the past. Below you will see a really interesting email and story we got inquiring about a picture that is still on display at the VAC; as well as a great article that ran in the August 1990 Un-Scramble that is very cute and in the last paragraph points to a challenge that is still relevant and important to us today.

First, the email:

*Some 20 odd years ago, my father, Ralph Scott, did an oil painting of a warbird on the flightline...*



*May I ask what became of it? Daddy died, at age 93, this February. If the painting is no longer on display or necessary, I would like to have it back.*

*I was once married to Dave Mayor (also deceased). My son "Lt. Bill" was the poster child for the VAC as a three year old. Somewhere, on a wall of bricks, is one inscribed "Lt. Bill and T-Cat".*

*Thank you for taking the time to read this.*

*Sincerely,*

*Patty Turbin*

The 1990 Un-Scramble article about 3 yr old "Lt Bill" ends with a point that remains key and valid to the VAC mission, some 20 years later.

*"Confirmation has just reached this office that VAC pilot Lt. Bill Whitney has been credited with five confirmed victories in the massive air battle of June 9 1990, which the international press has dubbed "the Battle of Kissimmee". This makes Lt. Whitney one of the youngest fighter Aces in VAC history, having downed three enemy bombers and two fighter planes in his first air combat. The Unscramble is indeed fortunate to bring this exclusive story and photographs from secret governmental sources concerning this still highly classified incident.*

*Sources close to the White House today confirmed that Luftwaffe High Command Leader, Goering himself had ordered this all-out attack on the VAC's June Meeting. Agents apparently had learned of the plans for the meeting at Tom Reilly's museum in Kissimmee by picking up an carelessly discarded newsletter from a roadside rest area, (Please dispose of this and all potential litter properly, call Fawn Hall, Washington D.C. for full instructions). The chance to wipe out the growing powerful fleet of aircraft at the Reilly installation and over 100 members of the VAC was more than the old fat boy could pass up. "Geschutzen der works!" were his orders to the entire Bermuda triangle Geschwader, and a thousand plans were made ready to respond!*

*June 9<sup>th</sup> dawned hot and clear, but the air lay heavy with the promise of rain and thunder in the afternoon. No one on the ground at Kissimmee could tell that the real storm was gathering just off the coast of central Florida. Squadrons of Nazi Stukas and fighters were airborne from their secret bases that only George Hughes has ever seen, and were on their way to meet with destiny and the cool eye of Lt. Bill.*

*Bill was intent on the gathering of the membership, the war birds on display, the lemonade dispenser, when suddenly news of the incoming raid flashed across the field. Jumping into the first Mustang on the ramp, Lt. Bill snapped his ground crew a determined "thumbs up" as the mighty Merlin barked to life. As the sirens wailed, the membership waved a tense farewell to our defender as he raced down the runway and into the blue.*

*"Got to do my best today!" he told himself as the keen blue eyes searched the horizon for the first signs of the dreaded horde that was approaching. First one speck, then a dozen, then hundreds, a locust swarm of death approached. Bill's hands trembled on the stick as he switched on the gun sight and cleared his Brownings for*



*action. One against so many, how could he ever come out of this one!*

*Suddenly a glint of sun flashed in the corner of his eye. Looking back over his shoulder Bill couldn't believe his eyes! Gathered behind him, above, below and as far as he could see were squadron after squadron of American fighter planes. They were all types of services, everything from P-39s to Corsairs and Lightnings. A P-38 pulled up on his right and wagged his wings, and Bill saw the nose art "Pudgy V" and the name under the canopy, "Mag. T. B. McGuire". On his left, a Grumman Wildcat tucked in tight, and Bill recognized the broad grin of "Butch" O'Hare, as the pilot flashed Lt. Bill the OK sign*

*Lt Bill switched frequencies trying to locate an operations channel, but all his calls met with only a silent return. Turning his eyes upward he asked "Lord! What shall I do?" A voice crackled over the headset, "It's your show, Bill, lead us in, and we'll be right with you!" His heart raced as he shoved the throttle forward, and snapped his agile ship into a pursuit curve on the first approaching formation.*

*Raking thru them, he sawed the tails of three Stukas with a fire hose of hot lead, then broke sharply to the right and dove beneath them. Filling his windscreen was the orb of an FW-190's nose, screaming at him in a head-on run, cannon flashes winking their message of death. No time for thought, just pull the trigger! The FW came apart in a shower of hot metal and exploding fuel! "Climb! Climb!" he screamed at himself as the Mustang bolted skyward over the disintegrating hulk of his foe. The sky was a mass of warplanes, wrapped in a death lock!*

*The stick in his hands shook violently as the enemy fire slammed home in his P-51. Twisting his head around as he maneuvered the ship in evasive turns; Lt Bill caught sight of the bright yellow nose of the Me-109 that now was moving in for the final blow. "Full war emergency power!" he thought. That was his best chance if indeed he had one against one of the Abbey Ville Boys! "No! No! Cut power, pull your flaps!" The Me shot past him, and directly into the path of Lt. Bill's last burst of 50 cal. Then just as suddenly as it began, it was over!*

*The sky was empty, save for his ship. The enemy had disappeared and with them the relentless squadrons that had come to Lt' Bill's rescue. A voice was calling over the headset. "Bill, Bill! Come down from there!" it was Mom! Bill opened his eyes and he was right where he had really always been, sitting in "Crazy Horse" on the ramp at Kissimmee at the VAC meeting. Mom thanked Dough Shultz for letting Lt. Bill inspect the fighter, and Bill climbed down to get ready for supper. Was it just the stuff a little boy's dreams are made of???*

*Such an experience may well become only a dream for Bill and millions of kids yet unborn if we fail to do our job. Membership in the VAC is not simply "something to do" with your spare time, it's the acceptance of a challenge. If we who love these old planes don't take the purpose of our organization seriously, who will? Yes, there are problems, personality conflicts, there egos as big as the sky ... but so what! The goals are obtainable, the end product is what we all want, and indeed we can have an enjoyable time along the way. With another \$250,000 dollars we will have the museum ready for the public. The profits from its operation will free air show revenues to pay more aircraft expenses, to obtain and restore more aircraft, to provide better educational programs, to make membership a more meaningful experience for each of us. You know the program levels, the Mercedes raffle, the items for sale in the PX, and you know where to call or write. When Lt. Bill is 73, and not 3 years old like he is today, let's hope we did your job well enough that his grandkids can still climb into the cockpit of a P-51 and remember those who paid the price for our freedom."*

And lastly, an update from Mrs. Turbin on "Lt Bill:"

*Colonel,*

*I might add, "Lt. Bill" has completed his first leg of college, Masters and PhD next, as he wants to teach history, on a college level. He continues to be a re-enactor, of WWII and 'Nam, as well as 1860s mountain man. He serves volunteer status on the John W. Brown, a restored WWII Liberty Ship, one of the only two remaining. His ship is berthed in Baltimore, the other in California some where. History continues...*

*Patty*

Mr. Scott's painting is on display near our entrance.

Terry Yon

### **A NOTE FROM ANN**

I am so excited about the new hangar and completion is coming soon!

For the first time, our ladies will have a space to store all the supplies, decorations, etc. that we use for the Museum functions. Even better, we will have a prep area for the lunches and dinners in the new hangar. WOW! Have we come a long way from a 10' wide office trailer on the other side of the field years ago!

Meanwhile, our ladies have been busy with airshows to Stuart and Melbourne in the C-47. They do a magnificent job of promoting the history

of the plane, ride opportunities and managing the PX gift sales.

Our two flight attendants, Karen Sylvester and Genie Owens add such a professional touch to our C-47 passenger rides each month. We are so privileged and proud to have them both.

For the Christmas holidays, our ladies decked out the Museum and set up for the Annual Christmas Party. Because extra help was needed this year at the party, the ladies served the dinner! What an amazing group of volunteers we have. Even though it was a bit chilly in the hangar, a good time seemed to be had by all. Santa appeared to grant a good safe holiday to all and gave out wonderful hugs as well.

Due to the Gryphon Group's daily schedule changes in procedures upstairs – we no longer get to bake for our soldiers on Tuesday. This is a disappointment to everyone as we have baked for almost 5 years for our men in uniform. However, our ladies are looking forward to the move into the new hangar and all the wonders that it will bring.

We still meet on Tuesday each week and tackle any problem that arises in the office or museum. If you have time to spare and would like to join us, please let me know. We always have room for one more!



Our ladies at the Gift Shop table at F.I.T. in Melbourne.



Saturday's volunteer ladies served at the Hot Dog Stand on Veteran's Day Weekend.



Sunday's volunteer ladies and new members Lynn & Bob Foraker served at the Hot Dog Stand on Veteran's Day Weekend.

Hope everyone had a wonderful Christmas and we send wishes for a very Happy New Year to all!!!

Ann James

**VINTAGE WARBIRD GIFT SHOP**

We hope you and yours had a wonderful Christmas holiday filled with family, friends and good cheer.

Thanks to all who participated in the "Toys for Tots" drive. We collected two boxes overflowing. It sure made Christmas morning a lot brighter for the less fortunate children in our community. Thanks again and for a great Christmas season in the gift shop.

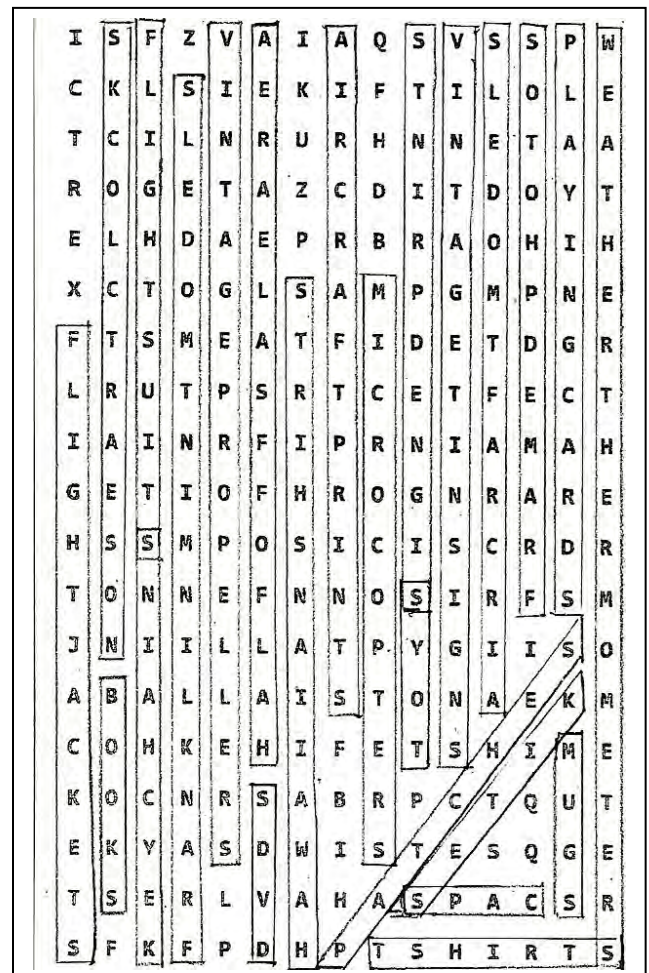
We are having an after holiday sale in the gift shop the first week of January - 02-08 January with 10% off everything in the shop in addition to your 10% membership discount (excluding AirShow items). Come on in and browse around. Get an early start on next years gifts.

We are looking forward to a new year, new hangar and our 2011 AirShow. Come in early for your tickets, t-shirts, hats, totes, patches and mugs hot off the press. Looking forward to seeing you soon.

Happy New Year!!!

Pam and Betty

**CHRISTMAS SHOPPING IDEAS SOLUTION**



**MILITARY AVIATION QUIZ ANSWERS**

1. Col. Robert K. Morgan - B-17
2. F6F Hellcat

3. Government Pilots assigned to fly out of India, over the Himalayas to Burma and China primarily in C-46 & C-47's over the HUMP.
4. Forward Air Control & Observation / Push-Pull
5. Skytrain, Dakota & Gooney Bird.
6. Also known as AVG (American Volunteer Group) flew in China for approx. 7 months.
7. African American Airmen that flew in WW II. The P-51 "Redtail" Mustang.
8. P-51 Mustang – The first three air to air victories.
9. Weather.
10. Torpedo bomber
11. FH-1 Banshee
12. Sikorsky H-19
13. Double Ugly
14. Troop Transport, Medivac, Supply Transport, Gunship
15. SLAR
16. Air America and Con Air.
17. Non military contract civilian women pilots who flew military aircraft during WW II.
18. Cross country speed record by John Glenn.
19. LINK
20. Bombing of Tokyo by Jimmy Doolittle.
21. Sweptback wings, all flying tail.
22. Speed and rate of climb.
23. Double Ugly.
24. F6F Hellcat.
25. Vietnam War – UH-1 Huey.

3. P-51 \_\_\_\_\_
4. P-40 \_\_\_\_\_
5. F4U \_\_\_\_\_
6. C-47 \_\_\_\_\_
7. C-46 \_\_\_\_\_
8. C-45 \_\_\_\_\_
9. B-25 \_\_\_\_\_
10. TBM \_\_\_\_\_
11. T-28 \_\_\_\_\_
12. T-34 \_\_\_\_\_
13. T-33 \_\_\_\_\_
14. T-6 \_\_\_\_\_
15. O-2 \_\_\_\_\_
16. OV-1 \_\_\_\_\_
17. L-4 \_\_\_\_\_
18. L-19 \_\_\_\_\_
19. L-39 \_\_\_\_\_
20. HU-1 or UH-1 \_\_\_\_\_
21. 55M \_\_\_\_\_
22. 8KCAB \_\_\_\_\_
23. UPF-7 \_\_\_\_\_

Albatros	Avenger	Bird Dog
Commando	Corsair	Expedito
Grasshopper	Huey / Iroquois	Mentor
Mitchell	Mohawk	Mustang
Shooting Star	Skymaster	Skytrain / Dakota
Starfighter	Super Decathlon	Texan / SNJ
Trojan	Waco	Warhawk
Warthog	Yak	

**RECIPE from ROGER DESPLAINES to  
SPICE UP YOUR NEW YEAR**

**JAMBALAYA MIX with HOT ITALIAN SAUSAGE**

- INGREDIENTS**                      **Time: Approx. 35-40 minutes**
- 1 - 8 oz.. box Zatarains New Orleans Style Jambalaya Mix
  - 6 links - Hot Italian Sausage
  - 1 – 2 tbsp. Olive Oil
  - 1 can - Ro-tel Tomatoes
  - 2 cups water

Pour 1 – 8 OZ. PKG. Zatarains New Orleans Style Jambalaya Mix in a 2 ½ quart saucepan, combine with 2 cups of water. Bring to a boil. Fry sausage in hot oil until nicely browned, add 1 can of Ro-tel tomatoes and bring to a boil, add Zatarains Jambalaya mixture, return to a boil. Reduce heat, stir, cover and simmer over low heat for 25 minutes. Remove from heat, let stand 5 minutes. Fluff and serve. Enjoy! Have a glass of ice water handy!!!

**AIRCRAFT FLYING in 2011 AIRSHOW**

The column on the left is the call sign for 23 of the aircraft flying in the 2011 AirShow. The column on the right has blank spaces for you to enter the aircraft from the list provided. They are not in order. Can you match all of them?

1. A-10 \_\_\_\_\_
2. F-104 \_\_\_\_\_



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**TICO WARBIRD AIRSHOW**

**11, 12 & 13 MARCH 2011**

**TICO WARBIRD AIRSHOW 2011 MEETING**

**SATURDAY, 15 JANUARY 2011 AT 10: 00 A.M. IN THE LUNCH ROOM**

**There will be C-47 Flights after the AirShow on Sat. & Sun.!**