



UN-SCRAMBLE



OCTOBER, NOVEMBER & DECEMBER 2011

HIGHLIGHTS FROM JULY, AUGUST & SEPTEMBER 2011



Arvid Shook with his family! What a great way to spend your 91st Birthday!



Once again Arvid flies in a Tiger Moth—the airplane he learned to fly in!



Arvid with pilot Roy "Traey" Liggett!



Cub Scout Pack 704 & Boy Scout Troop 777 meet for their Cub Scout Cross-Over Ceremony and tour of our Museum!



Jenny Patten, Phyllis Lilienthal, Bob Munsey, Pam Watson and Ann James at our August Birthdays celebration. Not available for the picture Roger Desplaines.



C-47 Revenue Flight passengers and crew celebrate their flight on 13 August.



Kennedy Space Center Director and former astronaut, Robert C. Cabana speaking with Public Relations Officer, Terry Yon, Air Force Test Pilot, Al Crews, Commander Lloyd W. Morris and Operations Officer Bob Boswell.



Bob Boswell, Lloyd Morris, Mr. Cabana and Al Crews discuss the F5-E QSP Shaped Sonic Boom Demo Test Program.



Brevard Zoo "Teacher's Night" Door Prize Winner Brenda Fernandez with her winning door prize.

COMMANDER'S PLAQUE in the VIETNAM HANGAR

VIETNAM DISPLAY CENTER

"Honoring those who served"

Dedicated 16 June 2011

VALIANT AIR COMMAND

Lloyd W. Morris, Commander

BOARD OF DIRECTORS

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Bob James, Maintenance Officer
Ron Davis, Personnel Officer
Bob Frazier, Procurement Officer

Bob Boswell, Operations Officer
Lora McCabe, Finance Officer
Norm Lindsay, Facilities Officer
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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

Email: 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

COMMANDER vacwarbirds@bellsouth.net	Lloyd Morris 386-427-1296
EXECUTIVE DIRECTOR nabuevans@cfl.rr.com	Bud Evans 321-984-3343
OPERATIONS DIRECTOR bob@sea-plane.com	Bob Boswell 321-757-6756
MAINTENANCE DIRECTOR jamesroberte@bellsouth.net	Bob James 321-453-6995
FINANCE DIRECTOR vacfinance@bellsouth.net	Lora McCabe 321-268-1941
PERSONNEL DIRECTOR ironflew@att.net	Ron Davis 321-208-7437
FACILITIES DIRECTOR vacwarbirds@bellsouth.net	Norm Lindsay 321-267-3622
PROCUREMENT DIRECTOR roberthjrfrazier@bellsouth.net	Bob Frazier 561-848-4549
PUBLIC RELATIONS DIRECTOR vacinfo1@bellsouth.net	Terry Yon 321-268-1941
EVENTS COORDINATOR vacwarbirds@bellsouth.net	Ann James 321-543-7147

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

13 Sep-----Board of Director's Meeting
 17 Sep-----First AirShow 2012 Meeting
 18 Sep-----C-47 Flight
 01 Oct-----C-47 Flight
 15 Oct-----VAC Membership Dinner
 18-Oct-----Board of Director's Meeting
 29 Oct-----Second 2012 AirShow Meeting
 31 Oct-----Halloween
 05 Nov-----C-47 Flight & Cocoa Beach AirShow
 11-13 -----C-47 participates in Stuart AirShow
 12 & 13 Nov--Veteran's Day Open House
 15 Nov-----Board of Director's Meeting
 10 Dec-----VAC Christmas Dinner Party
Happy Hour: 5:30 – 6:30 Cash Bar & Hors D'oeuvres
DINNER BUFFET: Traditional Christmas Dinner with all the trimmings and dessert. There will be music to listen to or dance to, door prize drawings, and a lot of fun to be had. Come and celebrate the beginning of the Christmas Season with your flying friends. Christmas dinner will be \$20 per person and include your first bar drink free. Please call the PX to purchase your Christmas dinner tickets. You may purchase by credit card, or mail a check to the Museum marked, "Attn: Dinner Tickets" by December 8, please. Last year we had a record turnout and we do not wish to take a chance on running out of food.
 20 Dec-----Board of Director's Meeting
 25 Dec-----Christmas Day
 01 Jan-----New Year's Day – Happy New Year!!!

COMMANDER

The 35th Tico Warbird AirShow 2012 is well under way. Our first donation letters went out 03 September 2011. Please help if you can in any way this year. Expenses are getting higher all of the time.

Watch for upcoming events. We are starting to spool up for all of the future events. Your help and participation are greatly appreciated.

Lloyd W. Morris



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!!!

EXECUTIVE OFFICER
AVIATING with EVANS



Those of you who have read the August "Air & Space Smithsonian" magazine probably saw the article about the Douglas DC-8 breaking the sound barrier. Above is the picture of the DC-8 with an F-104 flying on its wing. I will relate the rest of the story which was not included in the Air & Space article.

I have written in previous "Aviating with Evans" articles describing one of the very important jobs of the Fighter Test Operations Pilots at Edwards Air Force Base which was that of flying safety chase flights on military and civilian aircraft undergoing high risk experimental testing. Another requirement for the USAF Test Pilots was flying "Pacer" flights. These were flown in specially equipped aircraft that were used to calibrate other planes airspeed and altimeter systems. The "Pacer" aircraft were equipped with specially calibrated instruments that provided true indications of those parameters. The "Pacer" aircraft was flown in exact formation with the test aircraft and the correct airspeed and altitude reading given to the test aircraft so the readings reported in the test report could be correct to the accurate reading as provided by the "Pacer" pilot. There generally were no special pilots assigned to perform the chase missions and most of the Fighter Test Pilots were authorized to fly the "Pacer" missions. It just happened to be my name on the schedule when Bill Magruder called to brief on his scheduled record making flight.

We arranged a rendezvous point and he told me he would be very short of fuel so as to allow him to climb as high as possible to make reaching Mach-1 easier. For those who aren't aware, the higher your altitude the lower the indicated airspeed required to reach the higher Mach numbers. I wondered why in the world anyone would want to take a conventionally designed jet transport aircraft to exceed Mach "1". (The speed of sound). It wasn't for me to question the reason but I had concerns that the aircraft was not designed for super-sonic speeds. After all, I was going to have to be sitting just off his wingtip and anything that to the big aluminum overcast while going to a place it was not designed to go could result in a very uncomfortable spot for me to be in.

As this was to be a record setting flight I had to record it with our instrumentation package which was part of the "Pacer" aircraft's package. Flying the wing position on another aircraft which you are recording accurate airspeed and altitude information requires the pilot to be able to fly perfect formation maintaining exactly the same spot relative to the aircraft on which he is providing accurate data. With a large aircraft such as the DC-8 there is a fairly large vortex area off of the wing tips and the formation position by the "Pacer" must maintain a position just outside that area so as to provide accurate readings.

The mission also required a second USAF chase aircraft with a photographer to take pictures of the record making flight. Another of our active Valiant Air Command members, Al Crews was flying the F-100F that carried the photographer in the rear cockpit. Al's aircraft was flying off to my right when his photographer took the picture of my F-104 on Magruder's right wing while we were climbing to altitude prior to beginning the record making dive which appeared in the article.

Al and I joined up in the air over the southwest edge of the Edwards Restricted Test Area and positioned our aircraft for the dive through the "Speed of Sound". I moved to Bill's left wing while Al positioned his F-100F off to the right so the photographer could get good pictures of the gaggle. As I recall it didn't take very long once we reached the maximum altitude the DC-8 could reach before Bill called informing us that he was starting his dive. I was in position with my F-104 just off his left wingtip while Al flew off to the right and as we pushed over into the dive I remember some of the concerns that were running through my mind. I was holding my position as though my aircraft was welded to the large transport aircraft. The first few thousand feet in the dive was as expected but as the DC-8 steepened his dive the flexing of the large airframe and engine nacelles began to become apparent. Being as close as I was renewed my prior concerns as to what effects of the shockwaves forming in front of all the DC-8's airframe extrusions were going to have on the control and structural integrity of the aircraft.

The good thing about gathering and recording required data in a flight test, whether in the test aircraft or flying close proximity to it, was the concentration required to get the required data also required ignoring what could go wrong and to concentrate on just getting the data. In my case it was to monitor the airspeed and make certain that I was at the exact same speed as the DC-8. Magruder continued to push the nose of the big transport steeper and it didn't seem to take long before I was seeing wisps of condensation forming on the air around the nose of the engine nacelles and wing tips. This was a clue for me to rapidly rotate my eyes from the transport aircraft to my mach meter in my cockpit. Suddenly I observed my mach meter jump to 1.02 Mach which was a positive indication that the three aircraft had all exceeded "Mach 1".

As I recall Bill called and asked if my instruments had confirmed he was supersonic and I "Confirmed" that he was. I don't remember how long we stayed at super-sonic speed but I know it wasn't very long but there was no question that all three aircraft had exceeded Mach "1" and the DC-8 was still in one piece and was under control. The flight was fairly short and the DC-8 made a gradual pull out of the dive and headed for the factory back at Long Beach Airport.

I think Al flew along with the DC-8 until it safely landed at Long Beach and I returned directly back to Edwards and accomplished whatever was required for me to confirm that the world's first Super-sonic flight by a jet transport aircraft had been safely accomplished.

It was surprising that Douglas Aircraft Company didn't make a big announcement about the record making flight as the competition for jet transports between the Boeings 707 and Convair's 880 was intense at the time. My guess was that the marketing folks at Douglas decided it was not something that would help sell the aircraft to the public.

Bill and I remained friends for many years and when he was Vice-President of Operations for Piedmont Airlines in Winston-Salem, North Carolina and I had my Flying Service in Roanoke, Virginia, we often saw each other. Piedmont had airline service into Roanoke and the airport fixed base services were provided by Piedmont Air Services. Bill visited Roanoke several times and I visited him in Winston-Salem a few times. We managed to play a few rounds of golf together. He died much too young and tragically of a heart attack while playing golf which was one of the things he really enjoyed next to flying.

***Post Script: The article writer stated that Chuck Yeager was flying the F-104 but the September copy of the magazine corrected the error and states Bud Evans was the pilot.

N. C. "Bud" Evans ©

OPERATIONS OFFICER

This has been a busy summer for the VAC. Aircraft acquisitions, restorations and aerial participation in local events have continued.

Our Flagship, Tico Belle, completed a 50 hour service and is flying good. We had a full cabin for our last passenger flight on Saturday, 13 August. We are tentatively scheduling a passenger flight twice each month with one of the flights on the second Saturday. There is flexibility in the schedule for other commitments and also for any group that would want to book the entire airplane for a special occasion. We have crewmembers ready to fly! Congratulations to Robert Varney, a previous DC-3 pilot with Four Star in Puerto Rico, he just completed his check out in our C-47. Events scheduled in September included a passenger flight on the 10th, "Brevard Remembers 911" on the 11th with aerial support at the Space

Coast Stadium, and FIT Aviation Day in Melbourne on the 24th. We will support paratroop training at the National Parachute Test Center in Dunnellon on 07-09 October. Other possible future flights include Army support at Ft. Benning, GA and the Mid-Atlantic Air Show in Lumberton, NC both events in October, and the MacDill AFB Open House and the Stuart Air Show in November.

Preparations have begun for the TICO WARBIRD AIRSHOW 2012, **March 09, 10, & 11th**. The theme for next year's air show is the 70th anniversary of the Doolittle Raiders. We have invited the remaining surviving members to be our Guests of Honor and are bringing in a flight of B-25s. Our first organizational meeting was set for Noon at the Warbird Museum on Saturday, 17 September to finalize the various Lead Personnel and Task Assignments. If you would like to join the AirShow Team please call the VAC and provide your name, contact information and area of interest. We need additional flight operations support persons for the flight line.

Biplane rides are back at the VAC. Starting in October Mark Grainger and his Florida Biplanes team will be providing flights in one of their WACOs at the Warbird Museum. Several flight options will be available. The WACO carries up to two passengers on each flight. Mark will take advance bookings as well as fly walk-in visitors throughout the week at the Warbird Museum.

If you haven't had a chance to see the Vietnam Hangar, bring a friend for a visit to your museum. You will be impressed with this new display center.



Thursday 01 September was the 15th Annual Teacher's Night at the Brevard Zoo. Lorraine Juhl and I spoke with many of the 227 teachers that attended.



Capt. Bill Lumley enjoyed his surprise birthday celebration with the C-47 crew and passengers on 10 September.

If not before, I will see you at the General Membership Dinner on Saturday, 15 October.

Thanks for your continued support.

Bob Boswell

MAINTENANCE OFFICER

C-47 – The fifty hour check (per our FAA approved continuous maintenance plan) has been completed. A few minor discrepancies were found and corrected. The gear warning horn was replaced and set to sound with low manifold pressure

and the gear in any position other than down and the green gear light on.

The on board fire extinguishers were re-certified (hand held and engine system units).

The right engine feathering solenoid/switch was replaced due to difficulty in unfeathering (excessive force required) during the normal engine run-up checks.

Beside the normal airframe and engine inspections, engine conditioning runs were conducted to check all engine parameters.

Oil samples were taken and sent out for analysis. The results were good and did not show any signs of abnormal wear. We take the oil samples every 25 hours to ensure that any abnormal trends are observed and action taken prior to experiencing serious engine problems.

L-13 – The left wing is still undergoing structural repairs. The original aircraft had only one fifty gallon tank in the right wing. The later models had tanks in both wings. We will be going with the two tank configuration to provide more even weight distribution.

The nose bowl rework is progressing and is approximately 75 % complete. The engine (Lycoming R680) has been disassembled and all the parts have been checked using non-destructive testing methods. The reassembly process will begin shortly.

Bob James

TBM UPDATE – Work continues on the “Return to Flight” of our TBM. Tailwheel assembly is completed, overhauled and reassembled. The electrical system is nearing completion; running light installation will begin in September. Engine run is planned for the weekend of September 10 or 17 and pending successful validation of engine repairs and airworthiness, the prop will be removed for overhaul and A.D. compliance. Barring any unforeseen issues, we will plan our first test flight during the first week of February 2012.

Chris Bohan

PERSONNEL OFFICER

ELECTION UP-DATE

There were three VAC Board of Directors positions open for the term 2012-2014:

Commander: Lloyd Morris, Incumbent
Maintenance Officer: Bob James, Incumbent
Public Relations Officer: Terry Yon, Incumbent

Only three Letters of Intent, one from each of the incumbents, were received by the 15 August deadline for submission to seek a position on the VAC Board of Directors. According to

our By-laws, the current Board of Directors voted to accept the incumbents for an additional term.

HOLIDAY CHEER

The holiday season is quickly approaching and brings with it many opportunities to get together and catch up on the past years events, and of course talk about airplanes. One of the best socials is the VAC Christmas Dinner. Mark your calendar for Saturday, 10 December. We will have a social hour with hors d'oeuvres starting at 5:30 PM followed by an exceptional buffet and desserts. Music will be provided for your listening and dining pleasure. See you at the Christmas Party.

TOYS-FOR-TOTS

You can make a difference! Last year the Marine Corps distributed over 16.3 million gifts to 7.4 million less fortunate children across the country. Again this year, as we have in the past, the VAC is supporting the Toys-for-Tots Foundation. We will have a collection box in the Gift Shop and will be accepting gifts for Toys-for-Tots at the Christmas Dinner. Start looking for that “perfect” donation to bring. A single new unwrapped toy could make a big difference as a gift to one of these children. Please show your support and donate a toy during your next visit to the Warbird Museum or at the Christmas Dinner.

ELECTRONIC UN-SCRAMBLE

The Valiant Air Command is exploring the idea of making electronic distribution of our UN-SCRAMBLE newsletter. This will make it available more quickly to you and our other members, and will enable us to focus on improving the quality of the UN-SCRAMBLE rather than working to control the costs of printing, folding and mailing it. You will hear more about this soon, via e-mail if we have your e mail address, or initially via postcard, requesting that you provide us that address electronically. Thanks for your assistance in helping us be a more efficient and effective organization, and for your continued support of our mission.

New & Renewal Colonels – 23 June – 30 Sep. 2011

New Members

Allen, Fred
Biegaj, Stephen J. (C-47 Comp.)
Black, Donald L. (C-47 Comp.)
Burford, David A. (C-47 Comp.)
Cirulnick, Brian (C-47 Comp.)
Colby, Paul (C-47 Comp.)
DePinto, Chris (C-47 Comp.)
Dugger, Curtis (C-47 Comp.)
Dunbar, Dennis / Dunbar, Victoria
Dutton, James (C-47 Comp.)
Fast, Adam (C-47 Comp.)
Ford, CeCe (C-47 Comp.)
Foster, William (C-47 Comp.)
Frantz, Douglas M. (C-47 Comp.)

Garbarczyk, Eric (C-47 Comp.)
 Garbarczyk, Walter (C-47 Comp.)
 Garbarczyk, William (C-47 Comp.)
 Henderson, James Sr. /
 Henderson, Chris (C-47 Comp.)
 Jacobson, Bruce (C-47 Comp.)
 Kirby, Harry / Kirby, Neysa
 Klotz, Stephen (C-47 Comp.)
 Kristensen, Finn / Dall, Anna-Ida (C-47 Comp.)
 Lambert, Mark (C-47 Comp.)
 Lambert, Walter (C-47 Comp.)
 LeBlanc, Raymond (C-47 Comp.)
 Lewis, Zac (C-47 Comp.)
 Liendo, Christian (C-47 Comp.)
 Lindsey, Bob (C-47 Comp.)
 McGinley, Joel A. / McGinley, Jane
 Moore, Stu / Moore, Kelly (C-47 Comp.)
 Nugent, Thomas (C-47 Comp.)
 O'Banion, Gary (C-47 Comp.)
 Owens, Harvey T. / Owens, Carol A. (C-47 Comp.)
 Pappalardo, Mark (C-47 Comp.)
 Riedl, Andreas (C-47 Comp.)
 Rua, Anthony (C-47 Comp.)
 Sadocco, Ricardo (C-47 Comp.)
 Sampson, Robert / Sampson, Louise (C-47 Comp.)
 Sampson, Scott (C-47 Comp.)
 Sante, Rosa G.
 Saundess, Dick (C-47 Comp.)
 Sennefelder, George (C-47 Comp.)
 Søndberg, Kasper (C-47 Comp.)
 Spradling, Matthew (C-47 Comp.)
 Stevenot, Matthew (C-47 Comp.)
 Taylor, Harvey L., Jr. (C-47 Comp.)
 Thompson, Morris G. / Thompson, Betty
 Tontogonof, George (C-47 Comp.)
 Van Deutekom, Jacob (C-47 Comp.)
 Whiteley, Max (C-47 Comp.)
 Whittemore, Jay C. / Whittemore, Adrienne E. (C-47 Comp.)
 Wilcox, Kerry (C-47 Comp.)
 Yurchik, Christopher (C-47 Comp.)
 Yurchik, Steven (C-47 Comp.)
 Ziberna, Robert (C-47 Comp.)

New Lifetime Members

Christianson, Arthur B. / Christianson, Luise T.
 Demers, George A. / Demers, Ann M.
 Dixon, Ronald C. / Dixon, Dotty (New Member)
 Traister, Robert R.

Renewals

Black, John E.
 Buhlin, Emerson C.
 Campbell, David A.
 Cooper, Robert S.
 Croucher, William R. / Croucher, Margaret P.

Daley, Thomas L. / Daley, Susan J.
 Easter, Larry E.
 Etter, Thomas R. / Etter, Patricia E.
 Foley, Richard M.
 Foraker, Robert L. / Foraker, Lynn M.
 Gammon, Richard / Gammon, Joanne
 Graveline, Robert P.
 Green, William "Bill"
 Holm, Barry W. N. / Holm, Scott
 Hucklebridge, Paul
 Hurt, George R.
 Kuttesch, Shirley J.
 Leathers, Donald A.
 Lilienthal, Phyllis
 Lyons, Rodger V. / Lyons, Jean N.
 Moddle, Jr., Stephen S.
 Moriarty, Eugene P.
 Morris, Lloyd W. / Morris, Gay B.
 Moses, Robert G. / Moses, Norma J.
 Owens, James G. / Owens, Genie
 Patstone, Arthur
 Reus, Joseph H. / Reus, Shirley M.
 Riley, Denis G.
 Sante, Robert G.
 Stefano, Mario W. / Stefano, Karen L.
 Stickley, Howard J. / Stickley, Rhea L.
 Strickland, John W.
 Trudick, Stephen M.
 Willett, Robert L.
 Woolf, Melvin R. / Woolf, Margaret M.
 Zajdel, Kathryn

MEMBERS & FRIENDS GONE WEST

We extend our sincere condolences to their families and friends. Many times we don't hear about some until after our UN-SCRAMBLE has been published.

Kenneth L. Kaisler – passed to his Father's home 10 May 2011. Ken was a retired USAF Major and served as an Air Force Range Safety Officer at Patrick Air Force Base during the Mercury, Gemini and Apollo Programs and over half of the Space Shuttle Program.

Sam Lorino – passed to his Father's home 02 July 2011. Sam was a SMSGT in the USAF and member of 43TCW activated in '60-'61 and stayed on active duty until he retired in 1993. Sam was a dedicated Lifetime Member and served as bartender at our VAC social events and worked in the Beer Tent at our AirShows.

Ruth Larkin – passed to her Father's home 02 August 2011. She and her husband Hal Larkin were members of the VAC. She was an award winning realtor for 30 years and former owner of Sabrina's Attic in Cocoa Beach.

Dorothy Gayle Carpenter – wife of Charles “Chuck” Carpenter, passed to her Father’s home on 21 August 2011. Chuck is one our Tour Guides on Sundays.

Ron Davis

FACILITIES OFFICER

Over the past years storage of member private aircraft at the VAC facility has been lacking in structure and implementation. This could lead to problems for both the VAC and aircraft owners. In order to preclude future problems, please review the list of requirements; fill out the Hangar Storage/Display Agreement Form F0049. Return the form completed and proof of insurance naming the VAC as secondary insured to the VAC Facility Director.

If you are unable to comply with the above, storage of your private aircraft will be put in jeopardy. New aircraft additions will require the storage/display form submitted before aircraft will be hangared.

If you have any questions, please feel free to contact me at the museum (321-268-1941) any Tuesday, Thursday or Saturday.

Norm Lindsay

PROCUREMENT OFFICER

I hope you all had an enjoyable labor free Labor Day Weekend.

CANBERRA AIRPLANE – For the last 3 months, I have been investigating the possibilities of obtaining a British Canberra high altitude bomber (U.S. Version is B-57A). The airplane was abandoned at the Melbourne Airport during a flight research program to seed and reduce hurricane storm clouds. To date, we have inspected the airplane twice to evaluate disassembly and transporting or flying the airplane to the VAC. Investigation has shown disassembly to be complicated because of British design, large size and flying of a long grounded airplane is iffy. Initial cost estimates are high for the Museum. We are now working with other local contractors that might handle the effort. The effort will continue.

T-34C Aircraft – The U.S. Navy Museum has offered us the loan of a good condition T-34A from the Virginia Beach Station. However, I have declined the airplane. We prefer to try to obtain a newer T-34C turbine (jet) powered version. The availability of the T-34C’s is held up by Navy decisions on how many T-34C’s will be retired based on budgets, locations, flight time and loan priorities.

AH-34 Helicopter – The offer to transfer an older flying AH-34 (or S-58) helicopter from the New York City Memorial Group to the VAC has been withdrawn. The Director of the group said the donation had to be in the New York area. They will now fly it until the rotor gear box time limit is up and then let the U.S.M.C. take it.

DESCRIPTIVE SIGNS – Four new story board type signs for display aircraft and the Vietnam Hangar have been made this quarter.

DISPLAY AIRCRAFT RECORDS – We have had to reregister or prepare current inventory records for 5 of our display planes this quarter. This results from an FAA regulation that requires a statement and reregistration (confirm N-number) of aircraft that have no reported activity in the last 3 years. Or those we obtained through the Government Surplus Authority and Florida Federal Property Assistance Bureau. Both of the systems are checked on location and status of them.⁵

REMEMBER – We are a successful and growing WARBIRD AIRCRAFT MUSEUM!

Bob Frazier

PUBLIC RELATIONS OFFICER

Very busy time in Public Relations. We are working hard on Airshow preparations, special event advertising, pushing interest in our Ride Program, getting more people to come to the museum and backfilling some tour guide vacancies; as well as Grant applications. Having said that, we have A LOT of new tour guides; if you see a new face, please say hello. I want to welcome Tim Mohr, Bob Pearson, Harry Crews, Dave Burford, Denis Riley, Tim Bond, Jack Wilson, Rich Tanner George Sweeny and Doug Workman to the VAC and tour guide program.

On a different subject, I am often asked by members, visitors and tour guides what my opinion is about “The Best Aircraft in WWII”. This is an interesting, but very complicated and complex question, based on many different variables; even after you have further defined the question - i.e. are we talking fighters? U.S.? What do you mean by best? There will always be arguments and disagreements based on individual experience, knowledge and opinion.

To begin with let’s assume we are talking about “fighters.” and let’s take U.S. fighters. In its simplest form, if we were to ask WWII fighter pilots, most would generally agree that for pure pleasure and delight; the P-51 was the best aircraft to fly. However, if you wanted an aircraft that would bring you home and in which you could survive getting shot up in; then it would have to be the incredible P-47; which was not too shoddy of a fighter either.

But, let’s take a look at “kill ratios and see if that will help further. The HellCat is acknowledged as the best in that category having generally been accepted with about 19:1; while the Corsair had a 12:1; the Mustang 11:1; the P-47 about 5:1 and the AVG claimed about 30:1 in the P-40 for a brief 6 month period flying in a target rich environment. Total numbers are generally acknowledged as HellCat 5,171 shot down in air-to-air; P-51 4,950 and P-47 was 3,750 – keep in mind that the P-47 was “replaced” by the P-51 and essentially

reduced to an air-ground role late in the war. Finally as further proof of the HellCat supremacy some 305 aces were declared flying in this aircraft; more than any other U.S. aircraft.

If you ask the question "What aircraft type is credited with most aerial kills," you might be surprised that it is not a fighter, but generally accepted to be the B-17 which was credited with over 10K kills throughout WWII. However, if you pose the question slightly different and ask "What aircraft destroyed more aircraft," then that would have to be the P-47 because of its success in air to air, as well as air to ground role where it attacked and destroyed thousands of enemy aircraft on the ground – generally credited with over 11K.... it was also the most produced aircraft in WWII of any nation. Finally, let's ask the question "What type was credited with the most kills during a single mission. While I can't say for sure, I have not been able to disprove the following: "On January 27, 1945, the B-29 identified as "A Square 52" scored 14 kills over Tokyo, Japan. It was rammed by two fighters; gunners then shot down 12 more fighters, the damaged bomber flew 1500 miles back to Saipan on three engines, crash landed, all crewmen survived, but the aircraft was written off."

AND don't forget about the Enola Gay and Bock's Car – a bit tricky, but if talking "most kills by aircraft or on single mission, you could certainly include that B-29/mission and dropping of atomic bomb.

Now let's expand our discussion a bit to other countries. To begin with, kills were counted differently with other nations. You need to look up "fractional air to air kills," but some gave credit to any aircraft that participated in the kill; some required witnesses and proof, others did not -- different rules so it's difficult to compare Apples to Apples. I am not addressing Russia, which had some great aircraft and aces, but in Germany the policy was generally "fly till you die!" As a result we got some incredible numbers racked up. It is generally accepted, therefore, that more aerial kills were made with the Bf 109 than any other aircraft of WWII. One hundred and five (possibly 109) Bf 109 pilots were credited with the destruction of 100 or more kills. Thirteen of these scored more than 200 kills; while two of these scored more than 300. Altogether, this group of pilots was credited with a total of nearly 15,000 kills. Official ace status was granted to any pilot who scored 5 or more kills. By this standard, there were more than 2,500 "aces" among Luftwaffe fighter pilots in WWII.

So, what's the right answer to the question of "What was the best aircraft in WWII?" I have no idea!!

Terry Yon

A NOTE FROM ANN

Like most of you, I do not know where this year has gone! However, I do know it has been an amazingly busy one here at the VAC. We have increased in everything from daily events to visitors, group activities, volunteers, photo shoots, new

Vietnam Hangar Ribbon Cutting, over 3000 at our Open House weekend. Wow! And it continues to grow. We are now deep into next year's airshow and can use even more help. Several areas – especially field set-up is in need of additional help since we have grown so much. If you have an interest in helping out in the library or any area, we would love to welcome you aboard!

Please check the calendar for all details of our coming events. I have listed a few items to jog your memory in the meantime. Please come join in the fun.

Annual General Membership Dinner – 15 October 2011

Happy Hour 5 – 6 PM with dinner beginning at 6 PM

Please read all the wonderful details on the cover about our guest speaker, Mr. John Piowaty. Join us for an evening of reuniting with friends, meeting new ones, and good food and aviation stories. We will have our cash bar and maybe even a specialty drink for the event! Call or mail now to purchase your tickets (\$16 each) at the Museum PX.

Christmas Party – 10 December 2011

Happy Hour 5:30 – 6:30 PM – Cash bar and munchies

Dinner Buffet: Traditional Christmas Dinner with all of the trimmings and dessert. There will be music, door prizes, and a lot of fun to be had. Come and celebrate the beginning of the Christmas Season with your flying friends. Please check the calendar for all the details about the coming events!

By the time this party is over, we are down to saying "Thank you" to all of our wonderful volunteers and staff here at the Museum. It has been an incredible year for activities with our busy Tour Guides, our Lady Volunteers, the restoration crews, our Tico Belle flight and ground crews, our hard working Board of Directors, the membership and all the others that I have missed. It just would not be possible to make it all happen without you. Thank you and I wish all of you and your family a wonderful Christmas Season!

Ann James

FROM THE GIRLS IN THE PX

Well summer is finally over; let's hope the heat is over too. We had a fantastic season, met many wonderful people and signed up several new members, not to mention record breaking C-47 rides. Just like everyone in our communities we are going to miss our shuttle launches so very much and the revenue they brought in.

Moving on. We have also made a few changes in the Gift Shop. We have a new wall of flight jackets and aviation art work. Also a full wall of clocks including each branch of service, several different planes from Stearman biplanes all the way through to SR-71's and your favorite plane with a nose art beauty. Speaking of our last but not least wall, is full of new nose art t-shirts featuring "The Babes". Then of course we still have wall to wall models from Franklin Mint Collector Editions

to the old fashioned glue together. For the kids, we have “snap/screw” together models and for the frugal ones there is a selection of 50% off models.

With Christmas just around the corner, this is the place to do your shopping for your special aviation friends and family, also don't forget your 10% membership discount. What a deal! How can you pass that up? There is something for everyone. Thanks for a wonderful year thus far and hope to see you soon.

Pam, Betty, Anita and Phyllis

TO OUR MEMBERS

As Fall Harvest/Halloween nears, we hope for you and yours the “Great Pumpkin” arrives safely.

With Thanksgiving next, we wish you “Full Bounty and Many Blessings”.

For Christmas, we pray you and yours have a blessed season with much joy and finally “Happy New Year”.

From your family at the Valiant Air Command

AIRCRAFT OF THE VIETNAM WAR SOLUTION

A-1	Skyraider	F-105D	Thunderchief
A-37	Dragonfly	F-4	Phantom II
A-4	Skyhawk	F-8	Crusader
A-6	Intruder	HH-53	Super Jolly Green Giant
A-7D	Corsair	L-19 0-1	Bird Dog
AC-130H	Spectre	MiG-21	Fishbed
AC-47	Spooky	O-2	Skymaster
AH-1	Cobra	OV-1	Mohawk
C-123K	Provider	OV-10G	Bronco
C-7	Caribou	S-2	Tracker
F-100	Super Sabre	T-28	Trojan
F-101B	Voodoo	UH-1	Huey

FROM the WORLD WAR TRIVIA QUIZ BOOK

The 1942 popular song “Praise the Lord and Pass the Ammunition” was based on the actual words of:

- A. A Navy chaplain on a ship during the Pearl Harbor attack
- B. An Army chaplain on Corregidor
- C. A Navy chaplain on Wake Island with the Marines
- D. An American missionary who served alongside the “Flying Tigers” in China

Three books written during the war by participants (either servicemen or correspondents) were very popular both during the war and after. Match each book with its author:

- | | |
|------------------------------|---|
| ___Thirty Seconds Over Tokyo | A. Lt. Col. Robert L. Scott |
| ___God Is My Co-Pilot | B. Richard Tregaskis |
| ___Guadalcanal Diary | C. Lt. Ted Lawson (with Robert Considine) |

The first Medal of Honor won by a U.S. Marine in World War II was posthumously awarded to 1st Lt. Col. George Cannon for valor on:

- A. Wake Island
- B. Midway
- C. Guadalcanal
- D. Oahu

One particular island was the site of more actions leading to the Medal of Honor than any other. It was:

- A. Okinawa
- B. Luzon
- C. Leyte
- D. Iwo Jima

A number of small Pacific islands, especially in the Guadalcanal area, had Allied “coastwatchers” who observed Japanese movements and rescued downed Allied fliers, aided in both activities by native islanders. These coastwatchers were mostly:

- A. American
- B. British
- C. Australian
- D. Dutch

FROM A MEMBER’S KITCHEN

PHOTO PHYLLIS - SCALLOPED POTATOES FOR ONE

- 1 small potato, peeled & sliced (about ½ cup)
- ½ cup milk
- ¼ tsp. salt
- dash onion or garlic powder
- 1 tbsp. butter
- 1/8 tsp. pepper
- 1-2 tbsp. shredded cheddar cheese

In a small saucepan, combine potato slices, milk, garlic or onion powder, salt and pepper; bring to a boil. Pour into a buttered 10 oz. custard cup. Sprinkle with cheese. Bake uncovered, at 375 degrees for 35 minutes or until potatoes are tender. Yield: 1 serving.

OPTIONAL – use a large baking potato sliced thin, about 1¼ cup milk (2% works good). Add 1 tsp. flour to the milk if you prefer sauce a little thicker. Grated Parmesan cheese works good on the top before baking (instead of shredded cheddar cheese).

'GUCCI GIRLS' FLY AIR FORCE TANKER



It took lots of arranging, since there is only one female Boeing KC-10 flight engineer in the U.S. Air Force, but for one mission an all-female crew operated an aerial refueling tanker above the Middle East. For this special event, they wore shoulder patches that read, “Gucci Girls; Unmanned KC-10 Flight.” The crew took pleasure in telling fuel-hungry combat crews they were approaching an “unmanned” refueling tanker. The daylong effort was the first of its kind, although KC-10 pilot 1st Lt. Jen Carter said it was more about boosting morale than setting a precedent.



VALIANT AIR COMMAND, INC.

6600 TICO ROAD, TITUSVILLE, FL 32780-8009

Phone: (321) 268-1941 Fax: (321) 268-5969

Email: vacwarbirds@bellsouth.net Website: vacwarbirds.org

MEMBERSHIP APPLICATION

The Valiant Air Command Board of Directors invites you to join our organization. Our goal is to restore, preserve and keep the warbirds of the past in flying condition. We sincerely hope you will consider becoming a member.

PLEASE PRINT CLEARLY. MAIL, FAX or ACCESS EMAIL FROM OUR WEBSITE. THANK YOU! YOUR INFORMATION IS CONFIDENTIAL.

Date of Application: _____

Name _____ Date of Birth _____ Home Phone () _____

Membership card should read _____ Cell Phone () _____

Children's Names (Under age 18) _____ Work Phone () _____

Spouse or Other Name _____ Fax () _____

Address _____ Email _____

City _____ State _____ Zip _____ Occupation _____

VAC Members known to you (if any) _____

Please check areas you are interested in:

AirShows _____ Restoration _____ Advertising _____ Museum _____ Volunteering _____ Grants _____ Warbirds _____
Flying, if pilot _____ Leadership _____ Committees _____ Other _____

You do not have to be a Pilot or Warbird Owner to belong to the VAC. Donations to the VAC are tax deductible as provided by law. Valiant Air Command is a 501 (c) (3) Educational Museum.

YOUR VAC MEMBERSHIP INCLUDES:

1. Three-day free access to the VAC Annual AirShow.
2. Invitation to all events during the AirShow.
3. Access to the Flightline during the AirShow.
4. UnScramble newsletter with future events listed.
5. AirShow and Fly-In participation.
6. Invitation to special members-only events.
7. Opportunity to volunteer – Museum or AirShow.
8. Free access to the Valiant Air Command Museum.
9. 10% Member Discount in Gift Shop.

Application is subject to approval by the VAC Board of Directors. Make checks payable to Valiant Air Command.

Check #: _____ Credit Card: VISA MASTERCARD _____ Exp. Date: _____

Membership: Single (1) _____ \$100.00/Year Family (2) _____ \$125.00 (Includes children under age 18)

Lifetime: Ages 0-59 _____ \$1000.00 Ages 60-69 _____ \$750.00 Ages 70+ _____ \$500.00 (One time payment)

(Lifetime Membership also includes two laminated VIP Guest Passes for Museum Admission for your guests.)

Pilot Information Only:

Name: _____ Phone: _____ Cell _____

Address: _____ City _____ State _____ Zip _____

Aircraft/Warbirds Currently Owned _____

N Number(s) _____ Certificates: _____ Renew Date: _____

Pilot Certificates: _____ Flight Review/Proficiency Check Date: _____

Total Hours: _____ Medical Class: _____ Date Issued: _____

Aerobatic Waiver: Yes _____ No _____ F.A.S.T. Formation Card: Yes _____ No _____

Military Service (check one) Yes _____ No _____ Branch of Service: _____ Length of Service: _____

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6600 TICO ROAD
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ANNUAL GENERAL MEMBERSHIP MEETING

DINNER AND SPEAKER – 15 OCTOBER 2011

If you have not been by the Museum recently to check out the new Vietnam Hangar, this is a great time to get a guided tour, have a nice dinner and hear an intriguing speaker! If you have been by, then it's a perfect time to bring a friend or guest for an evening out.

HAPPY HOUR 5 PM – 6 PM Cash bar and Hors D'oeuvres

DINNER BUFFET – 6 PM

Speaker: John Piowaty, Retired Air Force Lt. Colonel

Pumpnickel's Menu: Roast Sirloin, Twice Baked Potatoes, Green Beans, Chicken Florentine, Wild Rice, Roasted Vegetables

BUFFET INCLUDES: Tossed Garden Salad with House Dressing, Rolls, Butter,

Dessert: Assorted Mini Tortes, Coffee & Iced Tea

Dinner Price: \$16.00 Please call the Museum Gift Shop to purchase dinner tickets in advance by 12 October 2011. You may purchase by credit card or check mailed to the Museum, marked "Attn: Dinner Tickets".

SPEAKER: Mr. John Piowaty is a retired Air Force Lieutenant Colonel with 28 years of enlisted and commissioned service, including 102 missions over North Vietnam in the F-105. His civilian flying includes electronic jamming missions against top line fighters, running guns to the anti-communist rebels in Nicaragua, 500 crossings of the Andes in anti-drug flying in Peru and Columbia and 13 years of surveillance and security missions in Columbia, Angola, Bosnia and Iraq. No shortage of subjects to speak on here! Please come and join us for a special evening!!!