



UN-SCRAMBLE



JANUARY, FEBRUARY & MARCH 2012

HIGHLIGHTS FROM OCTOBER, NOVEMBER & DECEMBER 2011



Svend-Erik Soerensen visited the C-47— he flew as Radio Operator with the King & Queen of Denmark.



Ken Terry, former Operations Officer has Gone West. See Members Gone West.



John Piowaty speaks of his experiences as a pilot in Vietnam and other places at our Membership Dinner!



Terry Yon presents a basket of goodies to Phyllis Lilienthal at our Membership Dinner for her many and various contributions as a volunteer!



Norm Lindsay and Tom Etter preparing the C-47 for engine and nacelle repairs after 24 September emergency.



Sam Beddingfield looks great for his 78th birthday party.



TBM engine run up 22 October. See TBM Update.



Florence Weber is the happy winner of our door prize at the Senior Fest 05 October.



Greg & Christine Zahornacky provided music for us on Veterans Open House Weekend and at our Christmas Party.



Gene Lamos from Space Coast Regional Airport Tower was presented with a picture of the C-47 in thanks for his and Arthur Rhodes' assistance with our emergency landing of the C-47 on 24 September. Left to right: Gene Lamos, Bob Boswell, Bob James and Jim Owens.



We had a great attendance for our Membership Christmas Party. This year we had a sing-along. Each table had to "Sing for Their Supper" and door prizes were fantastic.

MORE HIGHLIGHTS from OCTOBER, NOVEMBER & DECEMBER 2011



Mike Dunkel takes Juriaan Steenland, President of Seaport Canaveral for a flight in his T-28.



The "Black Diamonds" staged at our Museum while participating in the Cocoa Beach AirShow. See them perform in our TICO 2012 Warbird AirShow.



Daily Biplane rides are available at our Museum.



Hiram Mann, Tuskegee Airman, talks with children about the Tuskegee Airmen adventures on Veteran's Day Open House!



Former VAC Commanders, F. Leo Kerwin, Pieter Lenie, and Bob James with our current Commander Lloyd Morris, second from the right., stand in front of Doug Matthews' newly painted T-33.



Our Hot Dog Stand Volunteer Workers for Veterans Day Open House on Saturday—Left to right—Margaret Towe, Lynn Foraker, Jean Felton, Lorraine Juhl, Bob Foraker, Joan Dorrell, Joann Baxter and Patti Champion.



Our Hot Dog Stand Volunteer Workers for Veterans Day Open House on Sunday—Left to right—Karen Sylvester, Joan Beyerman, Sandy Boswell, Joanne Baxter, Joan Dorrell, Lynn Foraker, Bob Foraker and Ann James.



Jack Dorrell takes a break from restoration duties for a flight in Rob Varney's Stearman!



Future pilot checks out helicopter on display at Veterans Day Open House!



Norm Daniels hard at work finishing the details of the insignia on the Buckeye.

VALIANT AIR COMMAND
Dedicated to restoring military aircraft
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STATEMENT of PURPOSE

The Valiant Air Command was formed to perpetuate the history of aviation, to encourage gathering of men and women in camaraderie, research and warbird restoration, to serve as an educational tool for young and old alike; and, to assure that the memory of those who gave their lives in service to their country shall not perish.

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

EXECUTIVE & SUPPORT STAFF

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\$
\$
\$

The postage to forward your mailings or have them returned to us is about 3 times the original postage, so **PLEASE** send us your new or temporary address as soon as you can. **THANK YOU!!!**

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 – 2012

01 Jan-----New Year's Day – Happy New Year!!!
17 Jan-----Board of Director's Meeting
14 Jan-----1st VAC Ramp Fly-In Breakfast
21 Jan-----3rd 2012 AirShow Volunteer
Organizational Meeting
10 Feb-----2nd Annual Boomer Senior Guide EXPO
14 Feb-----Board of Director's Meeting
08 Mar-----Media Day
08 Mar-----Dirty Flight Suit Party
09 Mar-----Dinner – Polynesian Entertainment
Aloha Wear – Shirts are available in
our Gift Shop if you need one.
No Auction this year!
09-11 Mar----35th Annual TICO Warbird AirShow
20 Mar-----Board of Director's Meeting (tentative)
? Apr-----AirShow Debrief/Survival Luncheon
Date to be determined

COMMANDER

Hope everyone had a great Thanksgiving; we have a lot to be thankful for. We hope to have a Canberra here soon. See Bob Frazier's report. The restoration teams are working hard on the TBM and C-47 and they are coming along.

We are progressing well on the AirShow. As you know this is a very expensive event, so if you are able please send in your donations. And I appreciate and thank those who have sent donations. Attendance has been down somewhat the past few months.

2012 AirShow Donations

Adkisson, John F.
Bailey, Donald J.
Baker, George H. & Ginny
Bayerdorffer, Herman & Cynthia
Beck, Harold D. & Constance A.
Beck, Preston E. & Gladys G.
Betts, Robert H. & Barbara E.
Bishop, Hiram H.
Boyken, Jeff, & Carolyn
Brown, Keith D.
Buckley & Curtis, P.A.
Buhlin, Emerson

Callaghan, MD., Patrick E. & Leonor I.
Camman, Thomas R.
Capito, Mike "Cap"
Carter, Mark A. & Janice
Chamberlain, Russell G. & Mary
Champion, Larry, & Patti
Christianson, Arthur B. & Luise T.
Clark, Garrett L.
Community Credit Union - Rockledge
Conley, Jr., Hugh C. "Mike"
Connell, Timothy J. & Kuan C.
Crawford, J. Anthony
D'Amario, Lt. Col. Alfred J. & Colleen R.
Damoff, George T. & RoAnne
Davidson, Kelly C.
Deakins-Carroll Insurance Agency
Dorrell, John W. "Jack" & Joan
Dorris, Patricia M.
Douthit, Jesse F. & Carol
Easter, Larry E.
Edelstein, Leonard & Julia E.
Eldredge, Donald F. & Marilyn
Etter, Thomas R. & Patricia E.
Felt, Morris R. & Trudy A.
Fischer, Bob MBP Partnership
Fisher, Darrell M. & Dorothy
Fleck, Francis C.
Floyd, Mitchel & Kathleen Riegel
Garrett, Scott & Janis
Geiler, William
Graefe, George W. & Peggy
Gruber, Robert B.
Hamilton, CMSgt. Robert W.
Harris, Herman Lane
Haydu, Bernice "Bee"
Hickman, Ray E.
Higgins, Timothy P.
Holm, Barry N. W. & Scott
Hosley, David L. & Bobbi
Hussey, Donald L. & Carol
Isaacman, Jared - JDI Holdings
Isaksen, Theodore J. "Tad" & Wendy M.
Johnson, Dr. J. William & Margery
Juhl, Marvin T. & Lorraine M.
Keyes, Barry E.
Kurtz, Marlyn L.
Labriola, Lawrence
Lanier, Fred L.
Liggett III, Roy "Traey" & Tam J.
Lindsay, Norm & Gaye
Littell, R. Wallace
Lockett, Paul Edward
Madonia, Ronald V.
Masessa, MD, Joseph M.
Mathis, David E. & Lillian

Miller, John M.
Mitas, II, Dr. John A.
Moale, Sr., John F. & Peggy
Moore, Gladys A.
Moriarty, Eugene P.
Mosley, Robert L.
Mullings, Joseph A.
Munsey, Bob
Neighbours, Terry L.
Neugebauer, Hans J. & Susan B.
Newton, Richard A.
Nishimura, Robert H.
Ohlrich, Walter E.
Ohlsson, Leonard & Patricia
Olsen, Christopher P.
Parrott, H. Glen
Regions Bank
Roberts, Ray O. & Helen C.
Saletzki, Larry J. & Genda E.
Sampson, Robert & Louise
Schwartz, Richard J.
Seaport Canaveral Corp. (VTTI)
Serna, Pierre & Marjolaine
Shaver, Dan E. & Cindy
Sherman, Dennis M. & Sharon A.
Sietsma, Larry F. & Sherry
Stanley, Frank S. & Jane
Steinwedel, Norbert & Evelyn
Strickland, John W.
Sutcliffe, David A. & Patricia
Tannenbaum, Leon M.
Telling, Frederick & Barbara
Thomas, Albert M. & Cynthia D.
Thompson, Morris G. & Betty
Tinsley, Robert S.
Tulley, Jr., James H. & Kathleen
Tyuterev, Alexander I. & Fedorova, Svetlana Y.
Van Poll, Col. Gerald
Walker, Richard E. & Cornell
Wheeler, Dr. James E. & Leta
Whitman, Curt
Woodard, Paul L.
Yon, Janet Sinclair, Trustee
Yon, Terry A. & Janet
Zahornacky, Gregory A. & Christine

Veterans Day Open House was again a good weekend and the girls in the Gift Shop stayed busy. Thank you Terry Yon for all your hard work.

I was very sad to hear the news of Ken Terry; he was a good friend. Also, Pete Frantzis has Gone West. I will miss them both a lot.

Hope you all have a Merry Christmas and a great New Year!

Lloyd W. Morris

EXECUTIVE OFFICER

ALONE (Not like Lindberg's "Alone" but Bud Evans frustrating experience).

Following my trip from Bethany, Oklahoma to Mojave, California which had to be made in order to use the telemetering system available there in order to perform the very critical "Flutter" tests, I was on my way back home. I was returning the test aircraft "The Peregrine" back to Oklahoma to continue with the flight test program.

The first leg to Phoenix went well and after a quick lunch we headed for Albuquerque. I was climbing off to the right of my escort Turbo-Commander and we were advised by departure control that we were passing on the edge of the Williams Air Force Base Restricted Area. The un-forecast rapidly building wall of thunderstorms was lying just to our north and running as far to the east as we could see. The Turbo-Commander had weather radar and he kept climbing right on the southern edge of the building storms. Because of the slower speed of my escort aircraft I was holding well below my best climb speed which made it hard work trying to maintain my position on the opposite side from the clouds. Departure-control kept telling us we were going into the northern edge of the Williams AFB training area. I couldn't go into the clouds for two reasons. My attitude indicator was not working and the moisture in the clouds would destroy the calibrations of our airspeed and altitude indicating systems that we had just spent a lot of money to have calibrated by the Flight Systems Pacer aircraft at Mojave. I couldn't understand what the escort pilot is thinking as he climbed at a steeper climb angle thus slowing the airspeed to where I was having to continue "S"ing in order to stay behind or even abreast of my "escort". While the storms are building at a rate that only desert mountain storms can form, Departure Control kept telling us that we were about to violate the restricted area. Having been very familiar with that training area from my re-currency in the T-38 and F-5A there was no way any of the Williams AFB aircraft would be flying into those huge "thunder-bumpers".

I couldn't believe my eyes when the Turbo-Commander flew into the clouds leaving me on the outside of the solid wall of thunderstorms which were building to well over 45,000 feet obscuring the sun and the blue sky. Now there have been a few times during my 58 years of piloting and the greatest number of my over 15,000 flying hours have been single-pilot aircraft (a great number of those hours in high performance fighter aircraft), that I have felt lonely. (When I was hit and on fire over enemy troops I had just finished attacking and too low to eject. I was too busy to worry about being alone. On all of the 77 flights from the small atoll of Eniwetok my single engine F-84F carried me on 550 miles of open shark infested Pacific Ocean while flying on instruments under a light proof protective hood hiding me from the outside world, I was alone. Even on those flights I knew where I was and the test range controllers also kept track of me and it was a different kind of feeling of

being alone. All Fighter pilots spend their flying in cockpits built for only one person and even in operational organizations when you are flying with one or more other aircraft you are still alone as far as dealing with any emergency situations. Often when flying on cross-country flights alone and cruising at 40-45,000 feet at night {I enjoyed the feeling of sheer reverie of being so close to heaven in a peaceful pleasure of not having to share those times with anyone}. What I was heading into was not like any of those but I was still definitely alone!

I still remember vividly that feeling of being very much alone. I knew it was not one of those life or death scenarios. I had options which at worst would require my ejecting. I don't know exactly what upset me the most; being unable to talk to anyone, not being able to identify any landmarks, being deserted by the pilot whose primary job was to stay with me for navigation and communication aid or being totally responsible for this one of a kind aircraft that Gulf Stream American was counting on being their next big production contract. Whichever was the reason, I knew that I was straining all of my available capabilities in dealing with this very uncomfortable situation.



The Sleek nice flying Gulf Stream American "Peregrine" jet trainer

I was faced with being somewhere in the area of eastern Arizona with a wall of thunder storms forming a solid barrier as far as I could see to the east and there was no way of turning back as the storms were rapidly building in behind me. I had no navigation aids, the "Departure Control" had faded out of range and I had no frequency information on the route to Albuquerque. I could see that the only direction in which I could proceed was to the East when I needed to go North-East. In addition to those issues the Mexican border was not too far off to my right. There is nothing in that part of the country to use as navigation points unless you have 50 mile visibility or more. (Which is expected under normal conditions)? I was really experiencing a feeling of being totally all alone and truly I was. I had no radio contact with anyone and knowing that my fuel feeding was unreliable added to my un-needed concerns.

My attention was divided between looking for some break in the thunderstorms to my left and hoping to see what would appear to be a major hi-way somewhere far below me. The slight opening between the thunderstorms came first and I

made the decision to turn to the north and hoped I could get a look at something far below on the ground that I could recognize. By this time I realized that I had miscalculated the weather behind the wall of thunderstorms because as soon as I headed north through the break in line of storms I found another broken line of thunderstorms. Although they had some breaks between them I knew at least the Mexican Border was now behind me.

I have always had a "God Given" gift of being able to retain knowledge of topography that I have seen before and although there is very little that is recognizable on that barren part of the country there is the White Sands Test Range which stands out from the surrounding terrain. I was also looking for any sign of the north/south portion of the Rio Grande River that turns north from the Mexican border and passes just west of Albuquerque. The clouds forced me down to about 20,000 feet altitude and the Peregrine was burning fuel at a very high rate. I began to look for any sign of an airport where I could get this "One of a kind" aircraft safely on the ground. I was responsible to Gulf Stream American for the successful testing of their proto-type and even though their escort pilot had left me to fend for myself it was still my life to save and hopefully I could do it without losing the aircraft.

Once again luck and my photo memory for ground targets came to my aid. I spotted the green area bordering the Rio Grande River. Almost immediately I recognized roads that were converging on a town and I quickly identified it from memory as being the town of Truth and Consequences, New Mexico. I soon spotted the airport but after checking my fuel I punched "Guard Channel" and requested Albuquerque Approach to give me a frequency. They immediately responded with a frequency on which to reach them. I switched to that channel and after making a couple of turns at their request I was in contact with the world for the first time in at least 45 minutes. (Seemed like a life time)!

With the guidance from Albuquerque Approach Control I soon was safely on the ground at the Albuquerque airport with a very few gallons of fuel remaining. My flight test engineers and maintenance crew seemed very happy and relieved to see me land but not nearly as happy as I was. It became obvious that they had given the Escort Pilot a lot of grief for leaving me and he undoubtedly knew how unhappy I was with his deserting me so he had little to say other than to ask when I wanted to leave for Amarillo, Texas?

The remainder of the trip was uneventful as I had visual flight all the way back to Oklahoma and really didn't need the escort except to have transponder reporting for Flight Service following.

We all find ourselves in that terrible feeling of being alone sometimes during our lives. Just remember there is always something deep down inside each one of us that comes to our rescue if we just believe that there is a successful answer to

any crisis. Just have faith in your own Guardian Angel. I certainly have in mine during the past 87 years.

N. C. "Bud" Evans ©

OPERATIONS OFFICER

Happy New Year!

2011 was a good year for the Valiant Air Command thanks to the strong support of our members and community partners. A special thanks to everyone who assisted in our best ever Veterans Weekend Open House.



Ron Davis and I paused for a photo with Barbara Derry and Elsie Tuell of the Women Air Force Space Coast Chapter 1 at the Senior Fest in Melbourne 05 October 2011.

Daily Warbird flights have returned! Visitors to our Warbird Museum can now "hop a ride" on a UPF-7 WACO Biplane. Mark Granger and his flight team have stationed one of their aircraft at the museum on a permanent basis. Rides are available during normal museum operating hours.

The TICO WARBIRD AIRSHOW 2012 is just around the corner and it is lining up to be another great one. AirShow dates are 9-11 March, 2012. Media Day will be held in the morning at the Warbird Museum on Thursday, 8 March. Activities will center on the main hangar ramp where the Media and VIPs will be introduced and teamed with Flight Crews and Aircraft. Following briefings and photo sessions, local area orientation flights will get airborne. Capping the day will be a BBQ cook out at the same location hosted by Kevin Quinlan.

Our 2012 AirShow is dedicated to the 70th Anniversary of the Doolittle Raiders. We are planning for participation by 6 or more B-25's. We will also have a great mix of Vintage Warbirds, Modern Fighters and Aerobatic performers. New for this year is a reserved seating Beer Garden on the Show Line. Seating is limited so get your tickets early in person or on line at the VAC Web Site. Friday night the VAC will host our annual membership dinner with Polynesian Entertainment. As always, this is an evening not to miss! There will not be a Saturday Evening function at the VAC. Out of town visiting members, as well as Military and Civilian AirShow performers, will have Saturday evening open to allow them to explore the local area restaurants and attractions.

The key to the success of the Warbird AirShow is the involvement of our members. Thanks to the many highly talented core volunteers who return each year the AirShow has

been labeled as one the "Best in Florida". Become an active member of the VAC Team that puts Warbirds back in the air. Our next Volunteer AirShow Organizational Meeting will be held at the VAC on Saturday, 21 January 2012. Lunch at Noon will kick off the meeting. Your continued support will make this our best year.

Bob Boswell

MAINTENANCE OFFICER

On Saturday (9/24/11) the Valiant Air Command C-47 was tasked to fly to Melbourne (MLB) Florida for the Florida Tech aviation day open house. The aircraft was preflighted and passengers (7) loaded at approximately 0805. The engine start procedures were run as well as the taxi and run-up procedures. All indications were normal. Shortly after we were airborne the tower called and said that the left engine was trailing smoke. About the same time we had smoke in the cockpit. A full fledged fire was then observed and we called for an immediate return. The left engine was shutdown and the emergency procedures were initiated. The tower cleared us for any runway.

The left prop was feathered and fluids to the left engine were secured. We made an approach to runway 9 (east). When I called for gear down and flaps 10 degrees followed by flaps 20 degrees copilot Bob Boswell said 10 was all we are going to get. In addition we did not have a green gear down light. We both checked our side and we did have a visual indication the gear was down. No choice anyway as we needed to get on the ground ASAP! The gear held, however we had little to no braking action. I had to plan on a controlled ground loop after going on to the overrun at the end of runway 9 to avoid contact with the perimeter fence. This was accomplished and the landing gear held through the 180 degree turn using hard left rudder. We had a re-ignition on the left engine and Tom Etter extinguished it with the rear hand held fire bottle. All the passengers and crew exited the aircraft with no injuries. Norm Lindsay got the large tug to the site and after some digging out of the main gear and Lester Badger lifting the tail to allow the tail wheel to be centered, the aircraft was pulled out of the sandy area,

The C-47 was towed to the maintenance/restoration hanger. All of the damaged equipment was removed. The engine has been sent back to J & E Aircraft in Miami for inspection and repair as necessary. They are the original overhaul facility that we purchased the engine from. It is now just a question of repairing all the damaged skin, hoses, wires/cables, components, etc and getting the "Tico Belle" back in flying condition. We hope to have it flying by Tico AirShow time (March 9-11).

Gene Lamos from the Space Coast Regional Airport Tower was presented with a picture of our C-47. He and Arthur Rhodes assisted us with our landing safely.

Bob James

GRUMMAN GREMLINS

Peter Frantzis' Eulogy

11-24-2011

*He will always be nearby even though
he has gone to the
great machine shop in the sky.
A gentleman who was a great friend
With a dash of humor even to the end
Every machine request in deed
Was fulfilled to every bodies needs
He always had a smile and showed great humor,
While fighting his final tumor
A friend to all
Who was ready to answer
his Masters final call
All thru his 88 years with all his ills,
He never let it interfere with his skills
A true friend indeed to me
Part of the Grumman Gremlin
Family he will always be.*

PETE DOING WHAT HE LOVED



**PETE
FRANTZIS
1922 - 2011**



**HONORARY
GRUMMAN
GREMLIN**

*Colonel George "Dutch" Graefe
Restoration Projection Officer
Valiant Air Command
Happy New Year!*

TBM UPDATE

Thanks to a very generous donation by Frazier Coffman, our Avenger will have a complete avionics package – VHF/NAV/COMM. and encoding transponder.

The landing gear is in the process of being completely overhauled, and no significant problems were noted. Flight controls are currently being replaced, and should be complete by the end of January. The corrosion issues in the tail wheel well are completely gone, and reinstallation of tail wheel components will commence soon.

We ran the Wright R-2600 engine on 23 October 2011. The goal still remains to start taxi tests in February, with the hope of a test flight in March.

Chris Bohan

PERSONNEL OFFICER

ELECTRONIC DISTRIBUTION OF THE UNSCRAMBLE

Many thanks to those of you who have provided your e-mail addresses and agreed and endorsed our initiative to distribute the UnScramble via e-mail. We will begin with the January, February and March 2012 issue. If you haven't let us know what your e-mail address is and would agree to receive the UnScramble electronically, please send us an e-mail to VACinfo1@bellsouth.net.

REMINDER – DUES CURRENCY

Please check your membership card for its expiration date. If it is past, then please renew your membership if you can. If it is to expire soon, please renew as it comes due.

ADDRESS CHANGES

Please accept this reminder to keep your address current with the Valiant Air Command. Whether it is a permanent move, a seasonal relocation, or anything in between, a note to us will both keep you informed and current, and reduce our mailing costs.

New & Renewal Colonels – 14 Sep. – 14 Dec. 2011

New Members

Carleton, Jim A.
Cordova, Alice (with Ernest W. Raudenbush)
Dean, Peter A. / Dean, Joesebel
Dollarhide, Dave
Dugger, Amy R. (not incl. 23 Aug. -13 Sep.)
Elmore, Lawrence L.
Franklin, Bill D. / Franklin, Corky
Franklin, Tony / Franklin, Sharon
Haberl, Thomas G.
Henning, David
Landefeld, Craig S.
Maiullo, Daniel A. / Maiullo, R.
Massey, Douglas L. / Massey, Christine E.
McLaughlin, Shane A.

Nelson, Kyle (with Richard A. Nelson)
Seaport Canaveral Corp. (VTTI)
Serna, Marjolaine
Strausbaugh, Wayne L. / Strausbaugh, Lee
Tadeo, Robert R. / Tadeo, Adeline L.
Vrotsos, Demetrios G. / Vrotsos, Kimberly B.
Waters, John M. / Waters, Grace

New Lifetime Members

Abbott, Linda K.
Beltzner, Dale / Beltzner, Rosalie A.
Bragg, Medford N.
Floyd, Christopher O.
Jourdain, Robert W.
Lanier, Fred
Piowaty, John F. / Piowaty, Dana H.
Taylor, Robert L. / Taylor, Marge

Renewals

Baker, George H. / Baker, Virginia S. "Ginny"
Best, Ronald L.
Betts, Robert H. / Betts, Barbara E.
Brooks, Doug
Brown, William J. / Brown, Jerry Ann
Cain III, Thomas L. / Cain Judy
Chamberlain, Russell G. / Chamberlain, Mary
Davis, Richard A.
Douthit, Jesse F. / Douthit, Carol K.
Eldredge, Donald F. / Eldredge, Marilyn S.
Eubanks, James W.
Evans, Bud / Evans, Nancy
Felt, Morris
Felton, Jean A.
Freeland, Thomas
Gandt, Robert L.
Gibson, Hoot
Goldberg, Marvin M. / Goldberg, Betty
Gregory, Kenneth L. / Gregory, Alison
Higgins, Michael W.
Hites, Jr., Ervin L. / Hites, Joanne G.
Hornberger, Dennis A. / Hornberger, Angelina R.
Horner, Duke C.
Kehoe, Jack
Kerr, Michael E.
Kerwin, F. Leo
Keyes, Barry E. / Keyes, Kathryn G.
Krebsbach, Dale W. / Krebsbach, Nancy
Labriola, Lawrence
McGrath, Joseph P. / McGrath, Deborah H.
Meier, Alfred F. / Meier, Maralyn "Lynn"
Mitton, James M.
Moore, Gladys Gordon
Moore, William W. / Moore, Jill J.
Nelson, Richard A.
O'Mara, Gerald M.
O'Neal, James Walter / O'Neal, Glenda W.

Prince, Wayne M.
 Rathgeber, Claude E.
 Raudenbush, Ernest W.
 Ritzi, Steven D.
 Schlafly, Fred E. / Schlafly, Sheila B.
 Serna, Pierre
 Smith, Cary H. / Smith, Michelin
 Smith, Robert W. / Smith, Leona M.
 Stanley, Frank S.
 Sutcliffe, David A.
 Tanner, Charles M. "Chuck" / Tanner, Nancy
 Wall, Robert D.
 Weldon, James S.
 Whitmore, Gary M.
 Withrow, Richard A.
 Zahornacky, Gregory A. / Zahornacky, Christine M.



Bob Boswell and I attended the Senior Fest in Melbourne on 05 October 2011. The Chick-Fil-A cow paused for a picture (the cow is in the middle).

MEMBERS & FRIENDS GONE WEST

This has been a particularly difficult time, as we have lost several valued members. We extend sincere condolences to their family and friends:

Joseph G. Owens (father of our C-47 maintenance and flight team member, James G. Owens) passed on 14 September 2011.

Jimmy Leeward lost his life in the tragic crash of his modified P-51, *Galloping Ghost*, at the Reno Air Races, 16 September 2011. Leeward Air Ranch in Ocala was his passion.

Robert C. Romph passed on 29 July 2011. Robert loved his flight on the Tico Belle and was proud to wear his C-47 hat.

Lt. Col. C. Lyle Rishell (Ret.) passed on 21 May 2011.

Roy W. Bartels passed on 2 March 2010. Roy served as one of our Tour Guides.

Lifetime Member Barbara Weeden Wilder passed on 13 July 2011. Barbara started the Women's Air Force Organization Chapter 1 in Melbourne, FL in 2008.

James W. (Bill) Dorris passed on 3 January 2011.

Former VAC Director Ken Terry lost his life in the crash of his T-34, 5 November 2011. Ken was a long time member of the Valiant Air Command and had previously served on

our Board of Directors. He was a strong supporter of our mission and organization. He flew in many of our airshows with a local aviation group called "Retro Flight." He was well known in aviation circles and will be missed by his many friends; particularly at the Valiant Air Command. The Commander, Lloyd Morris, said "I have known Ken for a long time, worked closely with him and am very sad that he has left us."

James "Chuck" Chokanis, Honorary Member of the VAC passed on 10 December 2011. Chuck was a Master Aircraft Mechanic with over 50 years experience.

FACILITIES OFFICER

2011 was a banner year for the VAC. First and foremost was the completion of the new Vietnam area hangar. Although it took longer than anticipated to complete the wait was worthwhile.

After a huge effort on behalf of Roger and Tom, our two hangar maintenance workers, the west side of the main display hangar floor was repainted. This required much washing and sanding before painting in order to assure a good bond and finish. Word of caution, you are not allowed to spill, scratch or mar the floor in any manner or you will feel the wrath of the above two gentlemen.

The VAC acquired two new tow tractors (tugs). This will, after repairs bring our fleet of tugs to five. The above NEW means new to the VAC, not new to the world. After an engine change on one, a transmission change on another and brake work on both they are almost up and running. If there are any auto mechanics out there that would like to volunteer please contact the museum @ 321-268-1941 and leave your info.

P.S. A big thanks to all involved in the above repairs. The remainder of the year was spent moving aircraft, or does it only seem that long. With new or different aircraft arriving a lot of repositioning aircraft is required with the goal being parking all aircraft inside and make everyone happy with the position/location of each aircraft. All in all everyone that volunteers is always there to lend a hand which makes my job easy, so thank you all.

IN MEMORY OF JAMES "CHUCK" CHOKANIS



Long time VAC member and my very good friend Chuck Chokanis passed away on December 10, 2011. Born on April 15, 1923, Chuck was still a young man when he served his country during WWII in the U.S. Navy. Later in life he remained in the service to his country as a member of the Air Force. Chuck's entire life was spent in the aviation industry doing what he loved to do, be around aircraft.

I met Chuck later in life as a member of the VAC. It did not take long for him to become my friend and mentor. If I or anyone else had a question on how to repair something on any aircraft we would just ask Chuck. Better than a manual Chuck had all the answers without flipping thru pages of books. In passing years Chuck's body was slowly failing but his mind was as sharp as ever and he always amazed me when he would quote procedures for repairs or part numbers for the required parts.

A quiet man that never boasted of his accomplishments he did more in his life than most men. He was a very smart, loving man that will be missed by many, none more than me.

God speed my friend see you down the road.

Norm Lindsay

PROCUREMENT OFFICER

The gestation period for two new display airplanes for the Valiant Air Command is over. Strangely enough the arrival of a retired Navy T-34C airplane and legal ownership of a British built Canberra bomber/recon aircraft occurred in the same November week.

CANBERRA



The legal transfer of ownership of the airplane occurred in mid November. That was a year (from late 2009) of researching and searching for the ownership of the airplane which had been abandoned at the Melbourne International Airport. Next came researching the disassembly requirements and capability of VAC volunteers to do the job and move it to the VAC Museum. The Melbourne airport Operations staff provided support in accessing the airplane.

With time, numerous e-mails, phone calls, the internet and very timely help from the officers of the Wings Over Miami Museum it was possible to transfer ownership to the VAC. Then with enthusiastic help from some of the Directors and volunteers the disassembly of the airplane started. A few components, engine cowlings, bolts and doors have been

removed. But the most difficult parts and transportation are still ahead.

This Canberra is a late 1950's British built bomber/recon airplane that has been operated by the Royal Navy, Royal Air Force, U. S. Air Force and several U. S. research corporations (now insolvent).

T-34C MENTOR



The aircraft (S/N-161055) flew into the Space Center Executive airport on 16 November and parked on the VAC ramp. With the support of the National Naval aviation Museum we were able to have the airplane, which was being retired, fly directly from Whiting Field to Titusville. This arrangement provides a large cost saving compared to disassembly, truck transport and reassembly. I was then able to arrange the demilitarization of the plane at the Museum with the L-3 Communications Corp.

The T-34C airplane is a re-engined advance trainer in the U. S. It has also been re-equipped with weapons and used as an attack fighter or recon weapon in some of the South American and Africa countries. This was true in Argentina especially which used some of the very early models in the Falkland Island wars.

DONATIONS – There was increased activity in the donations area with several very nice Vietnam War items and medals, flight jacket, pilot helmets, many aviation books, large airplane models and some C-47 engine accessories.

REMEMBER - WE ARE A GROWING MUSEUM

Merry Christmas & Happy New Year

Bob Frazier

PUBLIC RELATIONS OFFICER

Geez, it's hard to believe how fast time flies. For many who read this it will already be 2012. Lots of great things happened in 2011 and we are planning some more for 2012. Looking back, two stick out in my mind. We should all be proud of the new Vietnam exhibit hangar that we opened in June and what a "Flying Tiger" themed airshow we had. For 2012 we hope to do even better with our theme of the 70th Anniversary of the "Doolittle Raiders." We hope you all make plans to attend and bring a paying customer with you! It's going to be a great show; keep watching our website for more information.

In this edition you will see a flyer about the Senior Boomer Expo, which is sponsored by Senior Life and Viera Voice. It will be 10 Feb at the museum and admission that day will be free to see all the exhibits, vendors, displays and special events. There will be rides and food available. Come out and enjoy a great time at this unique showcase of things of interest for seniors and others.



VAC Warbird Ramp Fly-in Breakfast

"PILOTS AND PASSENGERS ONLY"

Saturday, January 14th
8am to 11am



Menu

Pancakes
Omelet Station
Sausage Links/Patties
Fruit
Coffee and Juice

Airport Info

Space Coast Regional Airport (TIX)
Lat: 28-30.888N
Long: 80-47.954W
Elev: 34ft
Length: 09/27 - 5,000ft; 18/36 - 7319ft
Tower: 118.9 - Grd: 121.85
FBO: Space Coast Jet Center
321-267-8355
Bristow Air Center
321-567-6000
VAC: 321-631-8202
vacwarbirds@bellsouth.net

Please RSVP atleast 2 days prior to 321-631-8202 or vacwarbirds@bellsouth.net with the expected number in your party.



\$8.00
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www.cheflarrysspace.com



Free Museum Admission To All Pilots & Passengers



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Finally, I would like to mention a new member of the Public Relations team. His name is Bill Franklin. If you have not met him yet, you will. He's a strong supporter of the VAC and is really helping us spread the word. He's working events, marketing us to ROTC and other groups and is quickly getting up to speed on everything we do. He is a former Marine and A-6 driver and his very knowledgeable about our warbirds and exhibits having lead many tours around our facility. Please say hello to him when you see him. He is functioning as our Assistant Public Relations Officer.

Terry Yon

A NOTE FROM ANN

As we go to print with the Unscramble we are in the middle of Christmas and looking forward to our Christmas Party and have completed an amazingly busy year as volunteers at the VAC.

We are looking forward to 2012 with great excitement with the up-coming airshow and all of the events that are already being scheduled at our museum.

We have a large group of very active volunteers and are blessed that many who have been ill or had surgery this year are recovering and hopefully "on the mend." "We are always ready to greet anyone that would like to join us, and I

In the "Did you know?" category, the question this time is "what aircraft is believed to have scored the most air-to-air kills on a single mission (tour guides can't play!). The answer might surprise you. On January 27, 1945, the B-29 identified as "B-29 A Square 52" scored 14 kills over Tokyo, Japan, as follows: rammed by two fighters, gunners then shot down 12 more fighters, the damaged bomber flew 1,500 miles back to Saipan on three engines, crash landed, all crewmen survived, but the aircraft was written off. This is believed to have been the highest number of air-to-air kills by a single airplane during one mission.

The first "VAC Warbird Ramp Fly-In Breakfast (for pilots and their passengers only) will be held Saturday, 14 January from 8-11 AM and is planned for every second Saturday after that. This is a great opportunity for pilots to enjoy the camaraderie of other pilots, in the unique surroundings of the Valiant Air Command's vintage warbird environment. Admission to the museum is waived for pilots and passengers. So fly-in, have breakfast, take a tour and become a part of history!

particularly want to thank **Martha Lincoln** for joining us again and look forward to her much needed help at the airshow.

Thank you to all our volunteers for a wonderful year of service and fun and a special "thank you" to **Margaret Towe** for carrying on the Gaye Lindsay tradition of planting Poinsettias at the entrance to the Museum. They are beautiful and Gaye would be proud, too!

A very special thank you to all of our **Restoration Teams** who presented our ladies with a Christmas surprise last week following our Christmas Decorating luncheon. In response to all the "sweet" things (baking goodies) that are done for our gentlemen, they donated funds for our ladies to have a luncheon out in appreciation. You guys are wonderful!! Thank you from all of us!

Thank you all again and **Happy New Year!!!**

Ann James
Volunteer Coordinator

FROM THE GIRLS IN THE GIFT SHOP

Happy New Year!!! We hope everyone had a Blessed Christmas this year. With everyone's help we out did ourselves compared to last year with the Toys for Tots toy drive. We collected three + boxes of toys and two bicycles. Thank you to everyone who donated. Also thanks for another prosperous Christmas season.

We're looking forward to next years' AirShow, honoring the Doolittle Raiders. Of course the B-25's, also Jimmy Doolittle's co-pilot Richard "Dick" Cole, who will be honoring us with his presence in the Gift Shop tent. Come and meet, greet, thank and listen to his stories with us. Visit us in the Gift Shop for early AirShow tickets, t-shirts, hats and tote bags.

Last, but not least, we are having an after Christmas sale., the same as last year 02-08 January with 10% off everything in the Gift Shop in addition to your 10% membership discount.

We're looking forward to seeing you.

Pam, Anita Phyllis & Betty

FROM A MEMBER'S KITCHEN

JOANN BAXTER'S FAVORITE APPLE RECIPE

CARAMEL GLAZED APPLE SQUARES

1 cup vegetable oil
2 cups sugar
2 large eggs
2 teaspoons vanilla
3 cups all purpose flour
½ teaspoon salt
1 teaspoon baking soda

1 teaspoon cinnamon
1 cup milk
3 cups peeled and diced apples (Joann used McIntosh)
1 ¼ cups chopped walnuts or pecans

Combine oil and sugar and beat well. Beat in eggs and vanilla. Sift or mix flour, salt, baking soda and cinnamon together. Add dry ingredients alternately with the milk to the wet ingredients. Fold in apples and nuts.

Pour in greased 9 x 13 Pyrex pan. Bake in preheated oven at 325 degrees for 40 to 45 minutes or until toothpick comes out clean.

CARAMEL GLAZE

1 cup light brown sugar
½ cup butter
¼ cup evaporated milk
1 teaspoon vanilla

Heat sugar and butter until melted. Add milk and bring to a full boil and cook 1 minute. Add vanilla.

Pour over WARM cake.

FROM the WORLD WAR TRIVIA QUIZ BOOK ANSWERS

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, probably Chaplain Forgy aboard the USS New Orleans

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

C. Lt. Ted Lawson (with Robert Considine)

God Is My Co-Pilot

Lt. Col. Robert L. Scott

Guadalcanal Diary

Richard Tregaskis

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

B. Midway

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

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:

C. Australian



VALIANT AIR COMMAND

6600 Tico Road, Titusville, Florida 32780-8009

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

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

MEMBERSHIP RENEWAL

We sincerely hope you will continue to be part of our very worthwhile organization. Your yearly contribution makes it possible for us to continue to offer you the following privileges:

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 listing future events.
5. AirShow and Fly-In participation.
6. Invitation to special members-only events.
7. Opportunity to volunteer – Museum or TICO AirShow.
8. Free access to the Valiant Air Command Museum.
9. 10% Member Discount in Gift Shop.

Note: The Valiant Air Command, Inc. is a 501 (c) (3) Educational Museum. Donations to the VAC are tax deductible as provided by law.

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HOME: _____ CELL: _____ OTHER: _____

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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 free Museum Admission for your guests).

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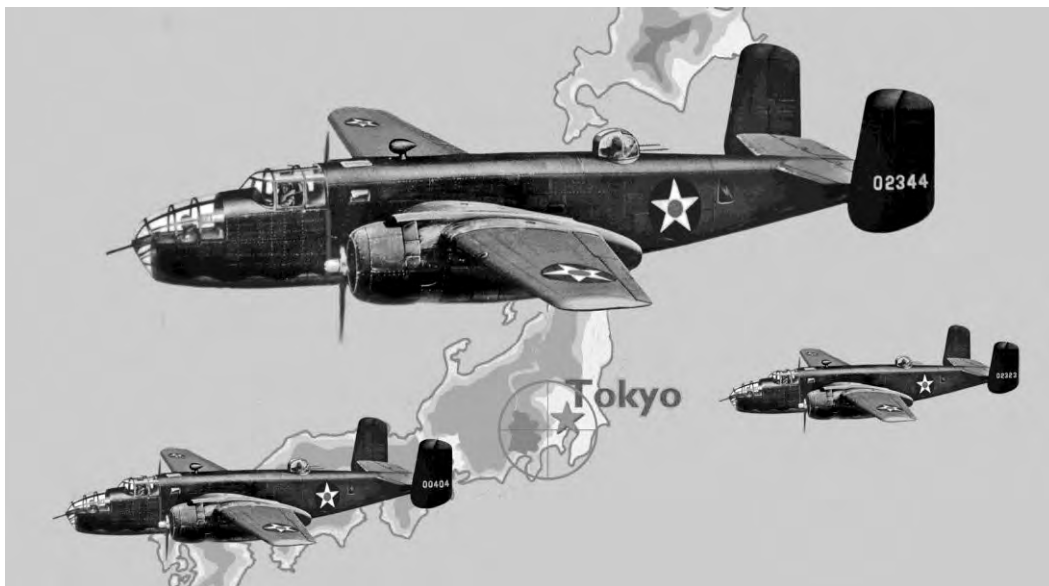
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09, 10 & 11 March**



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Airshow Starts at Approximately 1:00 P.M. No Coolers/No Dogs
Advance Tickets – Adult \$15, Children (5 to 12) \$5 Advance 3-Day Pass \$45
Gate Tickets – Adult \$20, Children (5 to 12) \$10
For further information call (321) 268-1941