



UN-SCRAMBLE



APRIL, MAY & JUNE 2012

OFFICIAL BULLETIN OF THE VALIANT AIR COMMAND, INC.

HIGHLIGHTS FROM JANUARY, FEBRUARY & MARCH 2012



Fifi, the last flying B-29 Super Fortress in the world was a big hit at our AirShow. Several lucky people flew in Fifi before and after the AirShow.



We were honored to have Lt. Col. Dick Cole at our AirShow. Lt. Col. Cole was Jimmy Doolittle's co-pilot during the "Doolittle Raid" in World War II. He is standing by B-25 "Wild Cargo"



B-2 Spirit Stealth Bomber flew over on Saturday and WOWED the crowd!



Inside the cockpit of Fifi. Just to go up inside her cockpit is a great honor and privilege



A-4 Skyhawk flown by Larry Elmore



P-40 "Suzy" flown by John Fallis.



Wicked Willy raced Mike Dunkel in his L-39.



Jive Kerby, Black Diamond leader pauses for a photo before flying in our AirShow!



On Friday night -South Pacific Membership Dinner - would be hula dancers including Serge English try out for hula dancing - entertainment by "Aloha Productions".



Greg Zahornacky provided music for Dirty Flight Suit Night.



Karen Quinlan prepares hamburgers and hot dogs for Dirty Flight Suit Night.



Kevin Quinlan prepares condiments for food served at Dirty Flight Suit Night.

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.

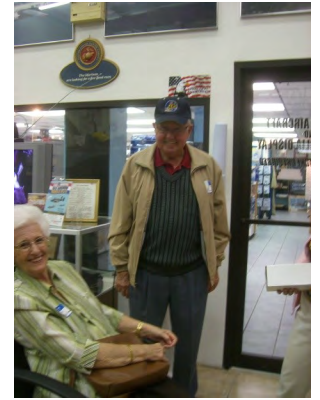
MORE HIGHLIGHTS from JANUARY, FEBRUARY & MARCH 2012



Bob Boswell and Ron Davis enjoyed our first Fly-In Breakfast. Chef Larry is behind Bob and Ron and Chef Larry's crew, Jawon and Justin are to their left.



Terry Yon, Public Relations Officer, Marcia Gaedcke, President of Titusville Chamber of Commerce and Commander Lloyd Morris pause for a photo on Tuesday Twosday.



The happy winners of the door prize on Tuesday Twosday, 07 February 2012.



Tour Guide Meeting 17 March 2012.



Flea Meyer and his crew pause for a break by the OV-10G Bronco.



The famous "KISS" at the Senior Boomer Expo 10 Feb 2012.



The long awaited Canberra arrived at our Museum 22 February 2012.



Senior Boomer Expo costume contest. Karen Sylvester, VAC volunteer is on the far left.



The Wizard of Oz was the theme for a Health Fair vendor at the Senior Boomer Expo.



Norm Daniels and Al McQueen work on C-47 nacelle repair.



Senior Boomers Expo singers.



DeHavilland Beaver flew in for our second Fly-In Breakfast!

VALIANT AIR COMMAND
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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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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

08 Apr-----Happy Easter
 14 Apr-----Fly-In Breakfast
 17 Apr-----Board of Directors Meeting
 21 Apr-----AirShow Volunteer Survival Luncheon
 12 May-----Fly-In Breakfast
 13 May-----Mother's Day
 15 May-----Board of Directors Meeting
 19 May-----Armed Forces Day
 25-27 May----Memorial Day Weekend
 30 May-----Memorial Day
 09 Jun-----Fly-In Breakfast (Tentative)
 14 Jun-----Flag Day
 17 Jun-----Father's Day
 19 Jun-----Board of Directors Meeting

COMMANDER

Our 2012 Warbird AirShow is history. We had successful days on Friday and Saturday, but the weather was not cooperative on Sunday. The figures are not all in yet, I am sure we lost money this year.

"Fifi", the B-29 was a huge success. A huge **THANK YOU** goes to Bob Boswell for bringing her here.

THANK YOU to Ron Davis for an excellent job with rooms, line up and many other jobs to make our AirShow a success.

THANK YOU to Terry Yon for an excellent job with publicity.

THANK YOU to Norm for holding down the hangar, GREAT JOB!!! **THANK YOU** to Gaye for letting Norm come out and play!!!


THANK YOU to Bud Evans for all of your hard work and support.

THANK YOU to Lora McCabe, our bean counter and her husband Jack for his assistance and support.

THANK YOU to Bob and Diane Frazier for collecting the whiskey money during the Membership Dinner and for all of their hard work.

THANK YOU to George and RoAnne Damoff and Roger Desplaines for taking folks around in the golf carts.

THANK YOU to all of the food servers, the girls in the Gift Shop, the pilot registration crew that went on without a hitch.



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!!!

The information booth and helpers did a great job; the girls working upstairs did a great job.

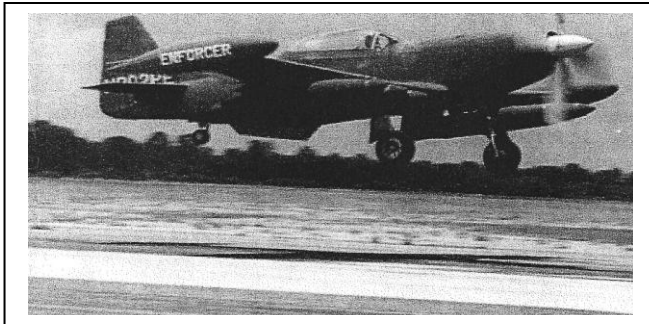
THANK YOU to Kevin and Karen Quinlan for the Dirty Flight Suit Dinner. It was well attended and great as usual.

THANK YOU to Ann James who did a wonderful job, as always with everything, the volunteers preparing signs, passes, etc. "Aloha Productions" was great entertainment for Friday nights Membership Dinner.

THANK YOU to all of the businesses in our area for making our AirShow as successful as possible.

Lloyd Morris

EXECUTIVE OFFICER
AVIATING with EVANS



LAST TAKE-OFF of ENFORCER PROTO-TYPE PE-202

The Piper Enforcer was one of the opportunities I experienced in my professional time as an Experimental Test Pilot to fly an aircraft for the first time it has been in the air. The Piper Enforcer PE-202 was actually the first of the two versions manufactured by Piper Aircraft Corporation in Vero Beach, Florida. The first model was a highly modified Cavalier Mustang P-51D. It was a two-seater but the rear seat was occupied by a TV recording photo-panel, (state-of-the-art for that 1971 period at Piper). The oil cooler scoop, which was the major identifying profile of the P-51, had been removed and the vertical and horizontal tail area had been enlarged. The real differences in the configuration were the turbo-jet engine and large C-97 four bladed prop with the tips cut off.

I had flown all of the clean performance, stability and structural/flutter tests and was beginning the flutter tests carrying six BLU-27 Napalm tanks. The real Enforcer, which was a much-streamlined version and the real design configuration of the production model, was getting close to being ready for its first flight. I was turning over the testing of the PE-202 to my back-up pilot John Hambleton. John had flown several flights in the aircraft and he was starting flying flutter tests at the higher speeds. I was flying "safety chase" in a Lockheed T-33 Jet. He was performing what is known as "Shake-rattle and roll: flutter maneuvers beginning at 300 knots and continuing the test points at 5-knot increments. Everything was going smoothly with those six large tanks wobbling with the hard stick and rudder pulses. We were at 325-knot point

and I was sitting comfortably on the right side just opposite the tail of the Enforcer when John performed the rudder kicks, aileron rocks and then the pitch pulses. Suddenly the tip of the elevator became a blur! Just as fast as the tip appeared to be at least 12 inches thick it returned to its normal shape. There was no doubt in my mind that the aircraft had suffered a momentary aerodynamic flutter but had apparently recovered immediately. I had thought I saw something depart the aircraft during the incident so I immediately slid under the tail of John's aircraft and reported that the only thing I observed was the right elevator trim tab was missing. (We had increased the trim tab by 50% to gain more elevator authority for three point landings with a forward center-of-gravity configuration). I pulled up close beside the Enforcer and repeated the status report but got no reply from John. He was sitting with his head appearing to be looking down at something in the cockpit and the aircraft was picking up speed and nosing over toward the Atlantic Ocean. I made several more calls without any response and I couldn't understand why John continued to look down in the cockpit and why he was not reducing power. I had decided that he had lost pitch control but thought he would be making some response by power reduction or wing rolling to show he had some control. Most of all his failure to acknowledge the calls really concerned me. As we were rapidly descending from the 10,000 feet where we had started, my voice (as heard later on the engineering radio tapes recorded) became more frantic as I began screaming at him to bail out! Suddenly I realized that we are in a very steep dive and I had better start my pull out or I was going to dive into the ocean beside the Enforcer. It was hard to leave his wing but I kept my eyes on his aircraft as I made my recovery graying out as I barely cleared the waves. It was extremely hard making myself watch but I had to. The sick feeling I had was in my stomach while looking at the Enforcer and John through my blurred vision as they dived straight into the ocean. I was almost inverted in my modified loop looking out of the top of my canopy at the geyser of water that arose from the ocean where the aircraft had impacted the water. Then I saw a sight I will always remember. It was the happiest thing I could ever expect to see and that was a big orange and white canopy of John's parachute opening just on top of the waterspout! I watched as he gently settled into the water, which was one of the rare days when the ocean was absolutely flat. I circled and flew just to the side of where John was floating. His "Mae West" was inflated but was still attached to his parachute and he appeared incapacitated. My big fear now was that he would drown before anyone could get to him. I had just pulled up from my first pass over him when I couldn't believe what I saw approaching the impact area which was still very visible by the bright green area created by the high speed of the high impact of the PE-202. It was an SA-16 Grumman Albatross with the distinct markings of the U.S. Coast Guard. I switched to Guard Channel immediately and began trying to reach them by radio without success. They circled John and obviously saw him but they could not respond to my frantic calls. I finally switched back to Flight Test frequency and asked Piper to

contact Flight Service to see if they could reach the SA-16. I flew close in front of them wagging my wings and diving as close as I could over John and somewhat relieved when they dropped a survival raft near him. To my disappointment, John made no effort to move towards it and I became more concerned that he might not be alive.

It seemed like forever before I finally received a call from the Coast Guard aircraft explaining they were a Reserve Coast Guard crew who were not allowed to land in the ocean without headquarters approval, which had taken almost 15 minutes to get. I watched as they landed and the outboard pontoon nearly hit John as they passed him. They put their engines in reverse and backed towards him and then one of their rescue crewmen jumped into the water and assisted John into the aircraft. The pilot called to say that he was conscious but obviously badly injured and they would fly him back to Patrick AFB hospital. I called Patrick tower for permission to land and they told me that my aircraft was not authorized to use their base, so I headed for Vero Beach. I was almost out of fuel and asked Piper to have an aircraft ready for me and to try to get clearance for me to land at Patrick AFB.

When I parked on the Piper ramp, there was a Twin Comanche sitting with both engines running. As I jumped into the cockpit, I asked the Piper manager to get me a rental car reserved at Melbourne Airport in case I couldn't land at Patrick.

I called Patrick tower as soon as I leveled off for the short hop from Vero Beach and was told I was not authorized to land there, so I landed at the Melbourne Airport. The rental car was waiting and I drove the 16 miles to the base. When I walked into the hospital, I found John lying on a portable bed in the hallway. I grabbed the first person I found who was an Air Force nurse and asked why they hadn't done anything for him. She told me they called for a civilian ambulance to take him to a civilian hospital. I don't wish to write down the words I used explaining in no uncertain terms the fact that John was a retired USAF Colonel and they had better get some of their best doctors, nurses and corpsmen descended on the patient. They removed the torn flight suit and dressed the wounds and scratches as best as they could and contacted Wuesthoff Hospital in Rockledge, Florida, the closest hospital with an Orthopedic Surgeon available. He was transferred there in an Air Force ambulance and I followed in my rental car. John had an ankle and shoulder fractures that were repaired by the civilian doctors and I flew John and his wife back to their home near Eglin AFB, Florida in the first Piper Seneca built. It was still in flight test status but Piper allowed me to pick John up at Merritt Island Airport when the doctors released him to travel. The Eglin AFB ambulance met us at Destin Airport and took John to the base hospital. Within several months, John was able to get back to flying his Cessna 195 and working with the Enforcer as a flight test engineer.

The aircraft was recovered just a mile off the town of Vero Beach and revealed the cause of the "Flutter". The trim tab actuating bars on Mustangs were positioned with the left one on the bottom and the right one on the top of the horizontal stabilizers connecting to the respective trim tabs. When John executed the rapid full aft stick and full forward stick "Rap" followed immediately by releasing the stick, the loads on the enlarged elevator trim tab were so great that the trim tab actuator on the right elevator broke creating the wild oscillation of the elevator. As soon as the trim tab departed the elevator, it all returned to neutral position. The problem that had occurred was that the rivets that attached the elevator control rods to the stick control bell crank had all sheared leaving John with no pitch control. When he finally decided he had better bail out, he had trouble getting the large canopy to release and when it did depart the suction forces on his body were so strong that he had more trouble trying to unhook his lap belt. (There was no ejection seat in the proto-type Enforcer). When he finally managed to get the safety belt open he was violently sucked out of the aircraft at a speed estimated to be around 450 knots. They were never certain whether the wildly flailing arms and legs caused his injuries or whether he hit some part of the tail section, maybe some of both. A few days later I began my 124-flight test program on the "Real" Enforcer. When I visited John several years ago, he let me fly his Aeronca Champ into his private airstrip just north of Ocala, Florida where he and his wife live. He also still owned a Cessna 195 and a small helicopter.

N. C. "Bud" Evans ©

OPERATIONS OFFICER

A special thanks to all the members who helped with the 2012 Warbird AirShow. It takes a lot of volunteers to host this 3-day event. Also, we could not have had such a great airshow without the outstanding support of the pilots and crews. Being a part of the airshow is much more rewarding than just watching, especially reflecting on the part you did that made it such a success. In spite of the poor weather on Sunday we had a great event. The VAC will host an AirShow Volunteer Survival and Appreciation Luncheon in the main Museum Hangar at noon on Saturday, 21 April. We have already started planning for the 2013 Warbird AirShow in March. If you have any suggestions for improving the show please let me know. Thanks again to those who did so much!

We will continue with the Fly-In Breakfast at the Warbird Museum on the second Saturday of each month. The hours are 8-11 am. The next fly-in is set for Saturday April 14th. Members who wish to drive in for the breakfast are welcome. Non-members **must** pay for Museum Admission in addition to the cost of the breakfast. A reminder that it is mandatory for all attendees to call in with advanced reservations so that the appropriate amount of food will be available.

Our next major event is the Valiant Air Command's Memorial Day Weekend Open House. This annual event provides the

VAC an opportunity to showcase our Warbird Museum and to thank the local residents for their community support. Once again we will require a good number of volunteers to assist with the open house.

Bob Boswell

MAINTENANCE OFFICER

Once again we completed another airshow in a safe manner. The only flaw was with the weather man who was not very cooperative with showers on both Friday and Sunday. At least we had a great Saturday.

I would like to thank all of the move crew members and the mechanics that had a record number of tugs operational for the transfer of static aircraft to the show line. One move had six aircraft in tow at one time. A new record! Thanks to Bob Bixby and Norm Lindsay for heading up the transfer over to the airshow line and back.

While the C47 did not fly due to the ongoing left engine repairs it was on the static line for people to tour through. Jack Dorrell and Harry McNamara were the crew for the C47 tours and raised over a thousand dollars in donations for the repair fund. Great going guys!

The C47 engine repairs are back in work and we expect to have the sheet metal work on the nacelle completed in the next two weeks. Al McQueen and Mike Brady are doing a great job.

The stress panel for the aft left fuel tank had to be installed for the move over to the show line for structural rigidity. It now must be removed to allow access for several bolts that can now be installed. Then the fuel tank can be reinstalled and the fuel lines can be reconnected (supply and vents).

The engine mount has been a difficult item to find, however we now have a line on one and two possible sources. A used mount will require a non-destructive testing (x-ray or magnetic particle) to assure airworthiness condition.

We received the overhauled starter and generator this past week. These items complete the major accessories required to be installed on the engine.

We hope to be flying again in approximately three months.

Any donations in support of the repairs would be greatly appreciated.

Bob James

TBM-3 AVENGER

During the last few days of February and the first part of March progress on the TBM restoration slowed down due to airshow activity. However we recently placed a substantial parts order from our Canadian parts source. This order when received will accelerate the restoration process by supplying the majority of our parts needs for the next phase of the project.

The design process of our new instrument panel is complete. In the near future the design will be fabricated and powder coated.

Our freshly painted outer wing flaps have been installed, the inner flaps are currently being painted and will be installed very soon.

Replacement of the corroded section of extrusion in the tail section has been completed, primed, repainted and the tail wheel assembly has been re-installed complete with new bearings, tire and tube.

The next major phase of the restoration will concentrate on the main landing gear hardware and struts. We have accomplished a lot in the last few months thanks to our many volunteers working on the project; without them, projects of this magnitude would not be possible.

The future looks bright for additional engine runs, taxi test and flight sometime this summer.

Jim Owens

GRUMMAN GREMLINS

The airshow this year commemorated the Doolittle Raid on Japan but we had some pretty inclement weather. Friday we were greeted all day with intermittent rain. Saturday the sun decided to shine on us. Sunday once again we were showered all day long. In spite of the nasty weather the airshow participants were able to perform on all three days. Saturday we were treated to a fly-by of the B-2 Spirit Stealth Bomber.

This year as you enter the lobby of the museum, you will be wowed by the appearance of the famous Pacific Theater World War II veteran Grumman FM-1 Wildcat.

One of our future projects will be the restoration of a British built Canberra bomber that was disassembled and moved from Melbourne International Airport. We transported it up to our Valiant Air Command Warbird facility here in Titusville. This aircraft once held the altitude and speed record for its time.

George "Dutch" Graefe

PERSONNEL OFFICER

The AirShow, as you have already read (and, we hope, saw and heard), was an exciting and well-managed event. Weather held down our attendance but we did not have to cancel a full flying day. Kudo's to our air boss Ralph Royce, whose management of the difficult Sunday weather effects enabled us to present a very respectable airshow, and to our many volunteers without their efforts we could not have carried out the airshow.

ELECTRONIC DISTRIBUTION OF THE UNSCRAMBLE

This is the second issue of our newsletter to be available electronically. We appreciate the positive response to our first effort; if you are receiving this through "snail mail" and would

be willing to accept it via the Internet, please send us a short note to that effect at VACinfo1@bellsouth.net.

UPDATE ON PAST DUES

We are querying those members who appear to be delinquent in their dues. Not surprisingly we have also found a few who were up to date but whose records did not reflect this. We of course regret this and have corrected those records right away. For the rest of you who may have forgotten about your annual dues, please take the letter as a gentle reminder that we value your continued participation and support.

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.

TASTE OF TITUSVILLE



Lorraine Juhl and Ron Davis introduce attendees of the Taste of Titusville to the Valiant Air Command, Inc. 21 March 2012 at Searstown Mall.

NEW & RENEWAL COLONELS **15 DECEMBER 2011 – 20 MARCH 2012**

NEW MEMBERS

Baun, Dan / Brett, Theresa Marie
Beatty, Gary / Beatty, Lily
Burke, Tom / Burke, Linda
Butler, John E. / Butler, Alda A.
Cabana, Robert D. / Cabana, Nancy
Calhoun, Jimmy L.
Callahan, Dennis
Caruso, Lisa A.
Claydon, Edward T.
Concannon, Paul
Cottrell, Anthony / Jennings, Beth
Crawford, Brenda (also Lifetime)
Crews, James Harry "Harry" / Crews, Linda
Cyphert, Kate
Del Baglivo, John P.
Doolittle, Jerry / Doolittle, Peggy
Funk, Christian K.
Garley, Dan / Britt, Bobbi
Geddes, Frederick M. / Geddes, Beverly
Gilbert, Steve / Gilbert, Debbie
Glauber II, Charles
Hallett, Peggy / Blank, Jennifer
Hauser, Robert J.
Herring, Michael / Herring, Kathleen

Hinton, Zip
Kinney, Ray / Kinney, Bonnie
Kovalcik, Mike
Laughlin, Ed / Laughlin, Deliah
Lincoln, Martha
Lorenz, Malte / Lorenz, Marlo
McDevitt, Bryan J. / McDevitt, Donna L.
McNatt, Stanley G. / McNatt, Mary G.
Mikkelsen, Janet K.
Mohr, Michael S.
Montee, David M.
Nault, Daniel S. / Nault, Pamela
Norris, Alan
O'Doherty, Joseph P. / O'Doherty, Mary Ellen
Owens, Larry A. / Owens, Debra B.
Phillips, Jr., Paul W.
Powers, Richard D. "Rick" / Powers, Donna S.
Quinlan, Kevin
Ramsey, Chester / Ramsey, Amy
Riordan, Michael / Riordan, John
Rodig, Mae (with Ed Rodig)
Shehane, Sandra (with Don Shehane)
Sparrow, Catherine G. (with Caleb G. Sparrow)
Tokarski, Russell V. / Gibbs-Tokarski, Tara
White, Terry / White, Patricia
Witt, John W. / Dennis, Deven
Wright, Jr., James D. / McGovern, Tamara S.

NEW LIFETIME MEMBERS

Crawford, James Anthony / Crawford, Brenda
Davis, J. Ron / Davis, Judi
Foley, Patrick J. / Foley, Carol L.
Howard, L. Dean / Howard, Judy
Johnson, Julie S.
Lindsay, Norbert "Norm" / Lindsay, Gaynell "Gaye"
Razzini, Anthony J. "Tony" / Razzini, Nancy
Rodamer, Robert A. "Bob" / Rodamer, Elizabeth C. "Beth"
Stamp, Donald F. / Stamp, Coralie

RENEWALS

Adkisson, John F.
Allen, Bob / Allen, Maria P.
Allison, William S. "Stu"
Anderson, Gerald A.
Arcuri, William Y. / Arcuri, Andrea B.
Axelrod, Richard A.
Ballard, David O. / Ballard, Julia
Barnett, Vaughn / Barnett, Jo Lynn
Bartholomew, Doyle R. "Jim"
Bayerdorffer, Herman C. / Bayerdorffer, Cynthia
Bean, James E. "Jim"
Beardsley, Charles R. "Randy" / Gutierrez, Marlene
Bearer, Jr., Ron
Beil, James E. "Jim"
Benn, Stephen R. / Benn, Jennifer
Beres, Thomas P.
Bishop, Donald J. "Don" / Fowler, Sherry
Bobst, Bruce P. / Bobst, Sharon R.
Boland, Jim / Boland, Claire
Booth, Jr., Edward M.
Bottari, Leo J.
Bouleware, Curtis
Boyer, Gibson / Boyer, Nancy
Boyer, Shane
Boyken, Jeff / Boyken, Carolyn
Brady, Richard N.
Bray, Wayne / Bray, Bridgett

Brooks, Adrian C.
 Brooks, Michael D.
 Byron, Bradley L.
 Camman, Thomas M. "Tom"
 Carlson, Carl R.
 Carter, Stephen P.
 Caruso, Ralph L.
 Childs, Richard T.
 Chroninger, John / Chroninger, Denise
 Clukey, Peter
 Conley, Jr., Hugh C.
 Conway, Ann
 Cooke, Roy David
 Cox, James M. / Cox, Stephen
 Creecy, Tom / Creecy, Irene
 Cross, Eliot G.
 Cureton, Rick
 Cushman, Robert / Cushman, Betsy
 Daniels, Norman W.
 Davidson, Douglas P.
 Dawson, Robert B.
 Decker, James A.
 Demers, Edward T. / Demers, JoAnne W.
 Denan, Mike / Denan, Sheryl
 deZayas, Luis / deZayas, Lorinda
 Dorrell, John W. "Jack" / Dorrell, Joan S.
 Doty, William C. "Bill"
 Drake, M.D., Timothy E. / Lewis, Susan
 Duffy, John W.
 Edkins, Norman E. / Edkins, Dolores D.
 Eichert, David C.
 Ellefson, Bobbie Jo / Ellefson, Mark
 Elliott, Preston W. "P.W."
 Ellison, Richard D. / Ellison, Nancy M.
 Everham, Thomas W. "Tom"
 Ewing, Harold H. "Hal"
 Fischer, Robert M. "Bob"
 Fleck, Frank
 Floyd, Mitchel C. / Floyd, Kathleen R.
 Foster, Sr., Gerald F.
 Fritzler, Gary
 Garasz, Kenneth J. "Ken" / Garasz, Andrea
 Garcia, George T. "Tom" / Garcia, Nancy
 Garrett, Scott / Garrett, Janis C.
 Garrison, J. Reid / Garrison, Brett
 Geiler, William / Geiler, Cindy
 Gell, Gary S.
 George, Thomas W.
 Giordano, Mark / Giordano, Mary
 Goodchild, Jerry B. / Goodchild, Alicia M.
 Goolsby, James E. "Jim"
 Greist, David M. / Greist, Rose
 Griffin, Joe
 Halcomb, Ron / Halcomb, Paula
 Hale, Gregory S. / Hale, Penny A.
 Hanrahan, Kevin / Hanrahan, Linda
 Harris, Rowland / Harris, Sandra
 Harris, Walter G. / Harris, Lynn L.
 Hathorn, Jeffrey C. Capt.
 Haydu, Bernice "Bee"
 Healan, Jack B.
 Henry, Donald A. "Don"
 Hernandez, Felix
 Hessler, Wayne A.
 Higgins, Timothy P.
 Hosley, David / Hosley, Bobbi
 Hrutkay, Mark / Murphy, Betsy
 Huff, Ray E.
 Hussey, Don
 Isaksen, Tad / Isaksen, Wendy
 James, Jeff / James, Jessica
 Jardine, Thomas P. / Jardine, Mary Ruth "Ruth"
 Jeffers, Jerry I.
 Jenkins, Kenneth / Jenkins, Christine
 Johnson, M.D., J. William / Johnson, Margery
 Kasevich, Alexander M. / Kasevich, Savitri R.
 Keilin, Ronald
 Keller, Wendy A. / Gee, Randy
 Kirk, John
 Knepper, David P.
 Kobylinski, James P. "Jim" / Kobylinski, Antonia
 Kosieracki, Paul C. / Kosieracki, Christina
 Koza, Edward / Koza, Ellen
 Kramer, Frans Johan Erik / Kramer-Ferwerda, Marijcke A.
 Labbe, Dennis C. / Labbe, Gail
 Lanoue, Richard R. / Lanoue, Phyllis
 Legge, Glenn N.
 Liggett, III, Roy B. "Traey" / Liggett, Tam J.
 Lincoln, Paul D.
 Lisk, Sr., Grady A. / Lisk, Jane B.
 Lively, Charles / Lively, Barbara
 Luckett, Paul Edward
 MacLeod, Scott
 Marco, David A. / Marco, Julie
 Masessa, M.D., Joseph M.
 Matlack, Timothy
 Mattey, Stephen / Mattey, Carrie
 Matthews, Douglas G. "Doug"
 Matthews, Richard D.
 McCoy, John K.
 McDonnell, Patrick F.
 McDonough, Michael B. / McDonough, Laurie A.
 McNamara, Harry J. / McNamara, Marilyn L. "Mimi"
 McQueen, Alan G. "Al" / Henderscheid, Jeanne
 Metcalf, Paul E. / Metcalf, Lucia
 Meyer, Robert E. "Flea" / Middleton, Ruth E.
 Miller, John
 Mohrbacher, Robert K. / Mohrbacher, Lorraine
 Morales, Joseph A. / Morales, Beatrice
 Morrison, Thomas M. / Morrison, Andrina
 Morse, Stuart G.
 Murray, Hugh A.
 Myrick, Steven
 Neat, Brad
 Nettuno, Daniel L. / Nettuno, Barbara J.
 Newton, Richard A.
 Norris, Samuel / Norris, Bonnie
 O'Brien, Jr., Austin C.
 O'Connell, John D.
 Ohlrich, Walter E.
 Ohser, David G. / Ohser, Tom
 Olsen, Christopher P. / Olsen, Carlee
 Olzacki, James / Olzacki, Lynn
 Orth, Jr., Walter H.
 Osbun, Michael R. / Osbun, Annette
 Paika, Francis J.
 Pappas II, John / Pappas, Lauren
 Pappas, III, John / Pappas, Samantha
 Pacetelli, Bob
 Pearson, Dennis J. / Brackett Pearson, Neva L.
 Perdue, James C. / Perdue, Rita F.
 Petersen, Andrew / Petersen, Randy
 Phillips, Keith
 Phillips, Thomas R. "Tom" / Phillips, Gloria

Pietraroia, Anthony B. / Pietraroia, Caroline E.
Pimentel, Marcelo
Powers, James G. / Powers, Carol
Quinlan, Kevin L. / Quinlan, Karen L.
Peckham, Howard L.
Powell, Walter V.
Pylar, Art
Proksel, Allan G.
Rackl, Joseph M.
Reich, Eugene H.
Rennie, James E.
Rico, Alfred A. "Al" / Rico, Kathleen "Kat"
Riggle, Donald C.
Roberts, Ken / Roberts, Linda A.
Robertson, Lyle
Rodig, Ed / Rodig, Mae
Rueda, Orlando / Rueda, Maria Margarita
Russell, Robert G. "Bob" / Yanacsek, Robert
Russo, Raymond "Ray"
Sadar, Kelly J.
Saletzki, Larry / Saletzki, Genda
Sennefelder, George
Schuiling, Roelof L.
Schulten, Paul E. / Schulten, Lisa G.
Schwartz, Richard J.
Schwenn, Melissa / Schwenn, Shannon
Shaver, Dan E. / Shaver, Cynthia S. "Cindy"
Shehane, Don / Shehane, Sandra
Sherman, Kent / Sherman, Patty
Shinn, Douglas A.
Shumate, David / Shumate Vicki
Smith, Ken
Smith, Tom
Snapp, Helen Wyatt
Sparrow, Caleb G. / Sparrow, Jacob C.
Steinwedel, Norbert
Stetson, Raymond C. / Stetson, Peter
Sweigart, Sr., Earl A. / Sweigart, Jael
Tannenbaum, Col. Lee M.
Tanselle, Douglas A. / Tanselle, Robin
Tarter, Albert L.
Thorstad, Ron
Thorstenson, Michael P.
Tinnirello, Albert F.
Tobul, James "Jim"
Towle, Thomas D. / Towle, Cindy S.
Trescott, Alice
Turk, Jason F.
Tyuterev, Alexander I. / Tyuterev, Svetlana Y.
Wagner, Walter J.
Walker, Richard E. / Walker, Cornell
Wall, David K. / Wall, Denise
Wheeler, Dr. James E.
Whitney, David C.
Wold, Frances
Wood, Phillip S.
Zatroch, Michael S.

GET WELL WISHES

We were extremely happy to see our Operations Officer, Bob Boswell back and doing great after his heart surgery!!!

Scott MacLeod recently had triple by-pass heart surgery. We all hope he has a speedy recovery! Scott just flew in our AirShow a few weeks ago.

MEMBERS & FRIENDS GONE WEST

18 January 2012 John W. Dunkel, father of Mike Dunkel went to his Father's home. He is greatly missed by his family and friends.

28 January 2012, Dr. Joe H. Carnley, age 67, went to his Father's home. Dr. Carnley was a dentist in Destin, FL and loved flying. He flew a T-6 /SNJ in our AirShows.



On 10 March 2012, Otto C. Schultz, a longtime Tour Guide that was loved by all who knew him went West. Otto was 92 and loved being a Tour Guide here at the Valiant Air Command. Donations have been received from his friends and family.

16 March 2012, Stanley Bloyer, 66, took his final flight. He was a former Navy pilot and flew in a B-25J in our AirShows. He worked in Douglas, GA for a company called the B-25 Group. He was a great pilot, mentor and role model to many.

21 March 2012, Ralph Haven of Spruce Creek, friend of the VAC went West. He is missed by friends and family.

Please see the tribute page to our curator and lifetime member Frank Pound.

J. Ron Davis

FACILITIES OFFICER

First I would like to welcome Jeff Ratcliff to the VAC. Jeff will be our new part time Maintenance/Janitorial person. Jeff replaces Tom Rider who left to pursue other interests.

The 2012 airshow is now history and I would like to thank all the volunteers with a special thanks to the men that worked long and hard to get all the aircraft tow tugs into operating condition. It seems like there was a curse on the tugs as they were breaking as fast as we were fixing them. At one point we had zero working tugs two weeks before the start of the airshow. Again the volunteers came through in true form by putting forth the effort and we had a smooth move of the aircraft from the VAC hangar to the airshow side of the field.

Again I will make a plea for a heavy equipment mechanic to work on our forklift and crane. They are old and worn and in need of TLC. If you have the time and some experience, we would welcome you.

The VA12 Reunion Association is funding and working with the Valiant Air Command to restore a U.S. Navy A7-A Corsair II for static display at the VAC. Terrence "Terry" Nies is the Restoration Team Leader.

Norm Lindsay

PROCUREMENT OFFICER

I continue to hear nothing but good reports on the quality and excitement of the 2012 AirShow. Sunday's iffy weather did hurt the attendance level.

CANBERRA 844

WE DID IT! With a hard working team of VAC volunteers and innovative tooling, the British airplane was gradually disassembled at the Melbourne, Florida Airport. Shortly thereafter it was trucked to the VAC Museum on 22 February 2012. We still have the job of securing the ejection seat system and reassembly. I have been in touch with the Duxford Museum and the Martin-Baker ejection seat company, both near London, England, for specific detail information.



Canberra enters VAC property 22 February 2012

PROCUREMENT

We continue to receive some World War II and Vietnam Museum type memorabilia donations but not at the level as the end of last year.

HAVE A HAPPY EASTER!

Bob Frazier

PUBLIC RELATIONS OFFICER

First we had another safe and successful AirShow. From a Public Relations point of view, other than the weather challenges this year, it was the best, most comprehensive marketing and media effort (for me) to date and our online ticket sales continue to climb. However, if you were there on Sunday, you got to experience some "interesting" climactic conditions. I really appreciate the hard work and long hours of all our volunteers, but most importantly, Erik Kramer who put together another effective team of aircraft historians and ensured we had someone to speak to the public about our display aircraft.

We have one bigger round of activities before the summer slowdown sets in. In addition to several special events, we are now planning our Memorial Day Weekend Open House, which always draws a great crowd with lots of interesting things going on. We are asking all visitors to please bring at least one nonperishable food item for our local food bank. The past support of our "Toys for Tots" program has been outstanding

and we would like to prevail on our visitors, for our Free Open House, to be as generous in our nonperishable food drive.

Also, please do not forget about our Warbird Ramp Fly-in breakfast held the second Saturday of each month. Our next one will be on 14 April and, by popular demand, we are going to open it to "Drive-Ins" as well. However, unless you are a member, you will be required to pay admission to the museum. Fly-Ins will continue to be admitted free. See the flyer in this edition and remember that for planning purposes you **MUST** RSVP so that we can have sufficient meals available. So, whether you are a pilot, passenger or friend, come out for our Fly-In breakfast and enjoy the camaraderie of those with a similar passion.



Genie Owens and Patti Champion pause for a moment for a photo with Chef Larry at our first Fly-In Breakfast in January.

The 2nd Annual Senior Boomer Expo was held in our main hangar on 10 February 2012. It was very successful with over 1,000 in attendance. Photos are on page 2.

Between now and Memorial Weekend, our snowbird tour guides will once again head back north. It's always sad to see them go, but heartening to see them return in the fall. Thanks again for everything you guys do for us and have a safe trip. Good luck to Mel Abbott, Don Eldredge, Perry Stewart, Jeff Boyken, Phil Beaulieu and David Batson.

VAC Warbird Ramp Fly-in Breakfast
2nd Saturday Every Month
8am to 11am

Menu

- Pancakes
- Omelet Station
- Sausage Links/Patties
- Fruit
- Coffee and Juice

Airport Info

Space Coast Regional Airport (TX)
Lat: 28-30.888N
Long: 80-47.954W
Elev: 34ft
Length: 09/27 - 5,000ft; 18/36 - 7319ft
Tower: 118.9 - Gnd: 121.85
FBO: Space Coast Jet Center
321-267-8355
Bristow Air Center
321-567-6000
VAC: 321-268-1941
vacwarbirds@bellsouth.net

Please RSVP atleast 2 days prior to 321-268-1941 or vacwarbirds@bellsouth.net with the expected number in your party.

\$8.00
CATERED BY CHEF LARRY
www.cheflarrysspace.com

Free Museum Admission To Fly-in Pilots & Passengers

Valiant Air Command Warbird Museum • Space Coast Regional Airport
6600 Tico Road, Titusville FL 32780
www.vacwarbirds.org • (321) 268-1941

Terry Yon

A NOTE FROM ANN

Words cannot express properly the gratitude that I have for all the workers and their effort during the airshow and Media Day events. I am overwhelmed at the hours that our volunteers donate for months prior to the airshow with all the necessary "paper-work" that is required to put it all together. "Thank you" seems way too small a wage to pay. But, I do thank you all!!

Beginning with, Patti Champion and her volunteers from the Antique Car group - what an amazing job you did this year. All the decorations that were done by Joan Beyerman made the hangar come alive with the "South Pacific" theme for this year. Patti also did the dinner collection of tickets, and that worked out really well this year. Diane Frazier collects money for Bar Sales every year and always with a chuckle and a smile. Great job ladies! The Bar was handled professionally by Sean George again this year. He does all the work and makes it "worry free" for me!

Media Day went very well with all the ladies making coffee and passing out tasty treats to the press and invited guests. Genie Owens and Marilyn Bettencourt also did the pilot registration in conjunction with the press day and took care of many of the pilot's paper work before the rush of airshow day.

The Pilot tent was, again, the center of all the world's activities come Friday morning! Louise Bixby and Mimi McNamara are responsible for the staffing and coordination of the activities that make it run so smoothly. Jerry Ann & Bill Brown are essential to the smooth workings that take place there and we appreciate their help each year. It takes a dedicated group of ladies to perform all the tasks and we want to thank Marilyn Eldredge, Karen Sylvester, Gay Morris, Judi Davis, Janet Yon, Bonnie Templeton and Nancy Ellison for all their cheerful labors! Between the pilots and volunteers who have time to eat in the tent and all those volunteers who do not have time to sit and relax and are served by our ladies on the carts, we serve over 500 lunches per day!!

Our Chalets were again busy this year with over 300 guests from four different groups. Once again, Jean Felton and Joanne Baxter did their amazing job of meeting and greeting in our Chalets. They were graciously assisted by Martha Lincoln, Carolyn Beaulieu, Joan Dorrell, Gun Godbeer, Angie Hornberg and Margaret Towe. We also hosted with my dear friend, Gail Williams and her volunteers from Grace Methodist Church on Merritt Island, again this year. Compliments have been received from each of the groups who attended the show Great job ladies! And especially our International Host, Mr. Peter Jones, who flew in from England for the event!!

Lynn & Bob Foraker and Barbara & Norm Rathborne assisted Ed Copeland in the Sponsor/VIP Chalet this year. The hosts serve approximately 300 people over the weekend from all our airshow sponsors and invited guests to the airshow. The

personalities and community involvement of these hosts make the job look much easier than it is actually. Thank you for sharing your talents with the VAC!

Beer Tent sales were great this year even with the rainy weather. Our long-time crew from Deltona works all three days every year and does a great job! David & Rose Greist, Paul & Caroline Simendinger and Clarice Ticen drew their share of draft beer again this year. Thanks everyone!

The new "Beer Chalet" was a hoot this year. Or the "Bob Boswell Beer Chalet" as I called it. With Bob in the hospital this year, we tried to create a smaller version of his dream and see how it would fly. And it did. The folks that ran it were terrific! Mike and Faith Williams, Leroy and Marilyn McDaniel, and Cindy, Nicole and Heather Durham were perfect for our Maiden Voyage. We learned a lot and how to improve for next year. Most of all it creates a camaraderie that exists with a party type atmosphere. One couple came all three days and we sold out on Saturday! I raise my "Solo Cup" to you all!

Much appreciation to Lorraine Juhl, who again served the information tent admirably. Always a great place to stop for info or advice on where to find anything!

The Public Transportation Golf carts were on short supply this year but no lack of driving the two that we had. Roger Desplaines and George & RoAnne Damoff drove all weekend, till the end of the day.

Frances Wold, who again answered phones for hundreds of airshow phone calls during the weekend Chair sales were again a sell out with Angelo Garutti in the "head chair." Always a dedicated job, well done.

Last, and VERY important, my family, who have worked the airshow each year for over 15 years! Could not do it without you! And, if I have forgotten someone, it's not intentional and I'm sorry. I just have a bit of airshow mental fatigue.

(P.S. 2nd Grandbaby due April 8th!)

Thank you all!

**Sincerely,
Ann James**

FROM THE GIRLS IN THE GIFT SHOP

Hello Everyone! We have survived another AirShow, in spite of the weather. It was a grand event. We hope you enjoyed it as much as we did. It was an honor to have Lt. Col. Richard E. "Dick" Cole, Joe Reis, Russell E. Gackenbach and Frans J. "Erik" Kramer available for book signing in the Gift Shop.

Our next main event will be Memorial Weekend, 26, 27 & 28 May. As usual admission is free to all Florida residents. It is suggested that a non-perishable donation of food for our local striving families would be greatly appreciated, possibly one

item per person. Hope we can all be as generous with this cause as we always are with "Toys for Tots".

With summer just around the corner, it brings to mind family trips, picnics and friends coming to visit. By all means remember our Museum as a full day get away and don't forget your picnic basket and your guests!!!

See ya soon!

Pam, Anita, Betty & Phyllis

FROM THE ADMINISTRATIVE ASSISTANTS' DESKS

Genie Owens and Lorraine Juhl give a huge **THANK YOU** to all of the volunteers for all of their hard work in assisting us in getting everything together for the AirShow and whenever we are in need of help with the Un-Scramble and Membership duties. **THANK YOU, THANK YOU!!!**

AIRCRAFT FOR SALE

AV L-29 Delfin Beetle Jet

Wet Wings – 70 Gallons each
Full Smoke System
Includes 2 Parachutes
1984 Cadillac Convertible Tow Car
Nitrogen Bottle Cart
\$75,000
Don Bailey
386-304-9057 FL
610-331-4810 Cell

FROM A MEMBER'S KITCHEN

2 LOAVES OF BREAD OR 1 DOZ. LARGE ROLLS

Stir in a large bowl: ½ cup warm water
1 pkg. yeast
¼ cup sugar
Add: 2 cups warm milk
¼ cup sugar
1 tbsp. salt
1 tbsp. soft butter or margarine

Mix and add 1 cup at a time 6-7 cups bread flour. Mix until dough cleans the bowl. Rise 1 hour. Stir down, rise 1 more hour. Stir down and knead, shape into 2 loaves of bread or one dozen rolls in a 13 x 9 pan. Rise 1 hour. Bake 350 degrees for ½ hour. Delicious!

UNCLAIMED ITEMS FOUND DURING 2012 AIRSHOW

Four items found at our 2012 AirShow and not claimed are a set of keys, a bracelet, a knit hat and a pair of sunglasses. If you lost one of these items, please call 321-268-1941 and ask for Lorraine. Describe your lost item and you can pick it up or if you need it mailed, we will mail it to you. Thank you! A huge **THANK YOU** to everyone that helped at the Information, Lost & Found and First-Aid Booth at our AirShow. Your help was greatly appreciated!

AIRCRAFT AT OUR MUSEUM

There are many of our members that don't have access to a computer or haven't been able to visit our Museum for a while. The current aircraft we have on display are:

MAIN HANGAR

B-25 Mitchell
F-14A Tomcat
F/A-18 Hornet
F-5E SSB
F-80/T-33 Shooting Star
F-86F Sabre
F9F-5 Panther
L-39 Albatros
L-4J Grasshopper
ME-208 Messerschmitt
MiG-15 Fagot
S2-F Tracker
Stewart S-51 (3/4 scale)
T2-C Buckeye)
TA4-J Skyhawk
UH-19B Sikorsky Chickasaw
DH-82A Tiger Moth

VIETNAM HANGAR

A-6E Intruder
A-7A Corsair
F-101B Voodoo
F-8K Crusader
MiG-21 Fishbed
OV-10G Bronco
T-28B Trojan
UH-1 Huey

RESTORATION HANGAR

C-47A Skytrain
F-4J Phantom
F-11F Tiger
TBM-3E Avenger

AWAITING RESTORATION

F-105D Thunderchief
P-51 Mustang

VINTAGE MILITARY VEHICLES

1941 Dodge Staff Car
1954 U.S. Army Ambulance

GATEKEEPER

OV-1D Mohawk

MEMORABILIA ROOM

F4F-4/FM-1 Wildcat
1907 Epps Monoplane

Aircraft are subject to be moved from time to time.



Chuck Gardner heads for home in the Brat III P-51 Mustang after our AirShow!

Col. Frank R. Pound, Jr. 1933-2012

The Valiant Air Command regrets to announce the loss of one of our most supportive and committed members. Lifetime Member Frank Pound passed to his Father's home on March 26, 2012. Frank, a Floridian by birth and family, attended local schools and became a Marine pilot during the Korean War. He flew famed attack aircraft such as the A-1 Skyraider and the A-4 Skyhawk, and served as Commanding Officer of several flying units, retiring in the grade of Colonel.



He also spent a career in service to his community. Frank received his law degree from the University of Florida in 1962 and spent half a century in private practice, as a circuit court judge and more recently as a mediator.

Frank's contributions to the VAC were numerous and diverse. He served several different terms on the Board of Directors, but perhaps his most important contribution was as designer, builder and curator in our memorabilia rooms. Frank had a real talent for creating interesting and accessible displays, and he carefully considered the perspectives of veterans' groups and other interested organizations in adding and revising displays in the Museum's collection. He carefully weighed the impact of the many artifacts that comprise the museum's collection. He was a wonderfully talented craftsman, creating and repairing attractive display cases from scrap materials – a "careful steward" of the museum's limited funds.

We proudly display one memento of Frank's aviation service – in the memorabilia room of our Vietnam hanger, the ejection seat situated just to the right of the entrance door is from an A-4, one of many types of aircraft that Frank flew, and the mannequin in that seat wears Frank's personal flight suit and helmet.

As of this date, funeral plans are being completed. The family has indicated that Frank will be interred at a later date at Arlington National Cemetery. There will be a local memorial service; however the date, time and location for that service have not yet been conveyed to the Valiant Air Command.

Please join us in remembering the many contributions of Frank to his nation, our community and to our organization, and also join us in sending our thoughts and prayers to Betty-Gayle Pound and the family members.

The Commander, Directors and Staff of the Valiant Air Command

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2012 AIRSHOW VOLUNTEER SURVIVAL LUNCHEON
SATURDAY, 21 APRIL 2012 – NOON – VAC MAIN HANGAR
HAMBURGERS, HOT DOGS, & BEVERAGES PROVIDED BY THE VAC
PLEASE BRING A SALAD, VEGETABLE OR DESSERT TO SHARE – THANK YOU!

VALIANT AIR COMMAND OPEN HOUSE
MEMORIAL DAY WEEKEND
25, 26 & 27 MAY 2012

FREE ADMISSION to the Warbird Museum will be provided to
ALL MILITARY ACTIVE or RETIRED with I.D. CARD
ALL FLORIDA RESIDENTS, OFFICIAL I.D. REQUIRED.

PLEASE BRING ONE NONPERISHABLE FOOD ITEM FOR EACH PERSON ATTENDING FOR OUR LOCAL NEEDY FAMILIES!

The hours of our Open House:
Saturday, Sunday & Monday - 25, 26 & 27 May 2012, 9:00 A.M. - 5:00 P.M.
For information, please call (321) 268-1941