



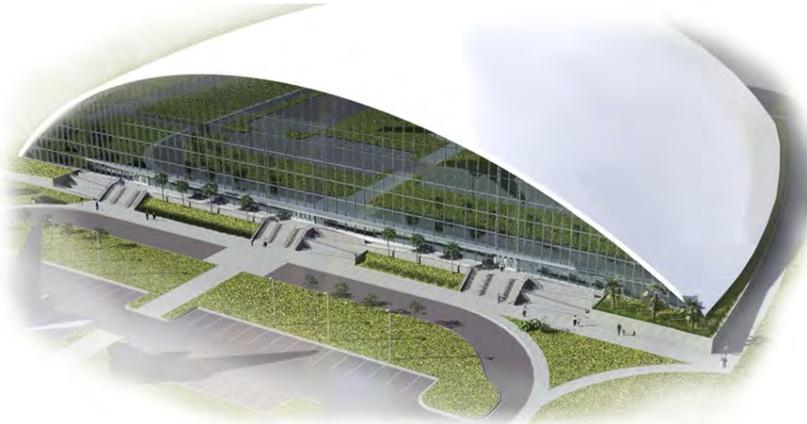
UN-SCRAMBLE



JULY, AUGUST & SEPTEMBER 2012

OFFICIAL BULLETIN OF THE VALIANT AIR COMMAND, INC.

HIGHLIGHTS FROM APRIL, MAY & JUNE 2012



Bird's Eye View of the proposed new Valiant Air Command Museum Building. It is to be constructed north of our current facilities, facing Columbia Boulevard.



F4F/FM-1 Wildcat's new home in our Main Memorabilia Room. Our Restoration Crew restored it to display status after being brought up from the bottom of Lake Michigan.



We were honored to have Sarah Sessions from the U.S. Air Force Museum in Dayton, OH meet with our Board of Directors for an evaluation to be an official U.S. Air Force Museum. Left to right—Norm Lindsay, Sarah Sessions, Lora McCabe, Commander Lloyd Morris, Ron Davis, Bob James, Bob Boswell, Terry Yon and Bob Frazier.



Betty-Gayle Pound and members of Frank's family donated his 1975 Chevrolet Caprice Convertible to the Valiant Air Command.



Volunteer Ladies Appreciation Luncheon was held on the Space Coast River Tour-boat, the Blue Dolphin at Kelly Park on Merritt Island. A great time was had by all who attended. If you haven't been on this tour, we highly recommend it for a great family outing.

Josh & Michelle Smith exchange wedding vows in our Main Hangar!





Alex Waters donates his Tony the Tiger (Tigger) for a mascot in the Huey. See "Curator's Corner" for details.

Flea Meyer and a gentleman from Ring Power Corp. prepare the Huey for a trip to Wickham Park for the Vietnam and All Veterans Reunion in April. Ring Power Corp. has donated their time and equipment for transporting the Huey for several years.



MEMORIAL DAY WEEKEND OPEN HOUSE HIGHLIGHTS



Bob Frazier presents the keys to Scott A. Shaffer, the lucky winner of the 1975 Chevrolet Caprice Convertible raffled during our Open House.



Anita Varela from our Gift Shop and Hiram Mann, retired Tuskegee Airman and expert volunteer take a break during our Open House!!!



Moonport Modelers Radio Controlled Aircraft Club visited with their warbird models for everyone to enjoy!



Ray Michaels and Karen Eidmann from radio station 98.5 "The Beach" had a spinning wheel for visitors to try to win various prizes.



A future pilot tries out the Air National Guard Pedal Plane.



Mr. J's Ice Cream Stand was a big hit. He donates a portion of his sales to our Museum.



Christine and Greg Zahomacky played music for all to enjoy while visiting our Museum.



Angela from Jungle Adventures "Hands on Safari" holds Al the alligator and had other wildlife for our visitors to enjoy.



Genie Owens along with her granddaughters Jenna and Rachel popped popcorn for sale at our Hot Dog Stand.

VALIANT AIR COMMAND
Dedicated to restoring military aircraft
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Titusville, FL 32780-8009

Phone: 321-268-1941
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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

COMMANDER	Lloyd Morris vacwarbirds@bellsouth.net
EXECUTIVE DIRECTOR	Bud Evans nabuevans@cfl.rr.com
OPERATIONS DIRECTOR	Bob Boswell bob@sea-plane.com
MAINTENANCE DIRECTOR	Bob James jamesroberte@bellsouth.net
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VOLUNTEER COORDINATOR	Ann James vacwarbirds@bellsouth.net

REMINDER REMINDER REMINDER

**PLEASE CALL, EMAIL, MAIL OR CONTACT US IN
SOME WAY TO LET US KNOW YOU HAVE MOVED
OR GONE AWAY FOR THE SUMMER MONTHS.
WE WANT TO BE SURE YOU RECEIVE YOUR
UN-SCRAMBLE WITH ALL OF THE LATEST
HAPPENINGS AT YOUR MUSEUM!
THANK YOU VERY MUCH!
HAVE A GREAT SUMMER!!!**

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

04 July—Fourth of July
16 July—Board of Directors Meeting
19 August—National Aviation Day
21 August—Board of Directors Meeting
03-September—Labor Day
09 September—Grandparents Day
11 September—Patriot Day
15 September—First AirShow 2013 Meeting
18 September—Board of Directors Meeting

COMMANDER

Greetings to all!!

We sincerely hope you had a good spring and will have a wonderful summer coming up! With the "Rug Rats" out of school for the summer you'll be busy! If you haven't brought them in to your Museum yet, please bring them in to see the latest aircraft displays, models and children's gifts in your Gift Shop—don't forget your 10% membership discount.

Our AirShow in 2013 will be 22, 23 and 24 March—this is later than usual for availability of the U.S.A.F. Thunderbirds to be part of our AirShow. We are indeed excited at the opportunity that they may be a part of our AirShow.

A New Museum Building is in the planning stages. We need to raise \$3,000,000 (three million dollars). We still have to raise \$2,900,000 (two million nine hundred thousand). It does not sound like much if you say it quick. We're trying for 18 months to 2 years to begin construction. The Titusville Cocoa Airport Authority is stepping in with support.

THANK YOU to the following for their pledges so far:

Larry Sietsma
John Strickland
Dave Marco
Serge English
Michael Buckley
Doug Matthews
Jerry Trachtman

We had a very successful Memorial Day Weekend—over 2500 visitors. It's great to see old friends and meet new ones.

Lloyd Morris

EXECUTIVE OFFICER
AVIATING WITH EVANS

UNSUNG HISTORY OF U. S. JET AVIATION

I am writing this needed story of the failure of military aviation historians to adequately credit the initial contribution to the jet aircrafts role in its first baptism under fire in the ground attack role. As we are approaching the 62nd anniversary of the start of the Korean War where the U .S. first flew combat in jet aircraft, it seems fitting that we give credit to that part played by the Lockheed F-80C "Shooting Star".

It is understandable why the historians refer to the air war in Korea as the F-86 vs MiG-15's, however the F-86 Sabre-Jets did not actually arrive in Korea until after the North Koreans had been defeated. The North Korean Army fled across the Yalu River into China in late October 1950. That was when the Chinese, without declaring war, rushed thousands of troops southward across the Yalu and surprised our ground forces. In reality, that spelled the end of the war with North Korea and was the beginning of the war with China in Korea. Shortly before that the MiG-15's first appeared but primarily at high altitude diving on our heavily loaded F-80's in attempts to force us to drop our ordnance, thus compromising our ground attack mission. We quickly learned that by merely turning into the MiG's high angle diving attacks it made those MiG tactics ineffectual. Interestingly the first MiG-15 shot down in the war was accomplished by an F-80 pilot.

The media and aviation historians have led readers to believe that the primary air power in the war was the F-86's against the MiG-15's. In reality the real effectiveness of air power was the fighter air support of our front line troops and against supply routes and supply resources. I do not intend to down play the importance of the F-86 vs MiG-15 as a needed part of the air wars history but the damage done by the F-80's was the true example of the versatility of using jet fighters deployed in the ground attack role. Please don't misunderstand my intentions as I can't say enough good things about the F-86's being a fine fighter and the pilots that flew them in Korea were some of the best fighter pilots in the world. However there were many very fine fighter pilots who flew their missions in the F-80's and later the F-84's who were perfectly capable of becoming fighter "ACEs" had they been flying the F-86. That being said there is only history which we can reflect on and my purpose of this article is put in some perspective of the jet fighter and jet fighter pilot's role in the Korean conflict. In reality the F-86's never flew in what was actually the "Korean War". That conflict actually ended in mid-October 1950 and the F-86's did not arrive in Korea until late November or early December 1950. They were forced to evacuate from K-14 on 1 January 1951. Unable to effectively operate from another suitable air base in South Korea they returned to mainland Japan. It was not until the Chinese Ground Forces were stopped and pushed back were the F-86's able to return to operate in Korea where they could effectively reach "MiG Alley".

The true history of The United States first jet combat was that in the previous two years of flying the F-80 in Northern Japan, all of my tactical missions were flown to intercept Russian aircraft which made fainting attacks on the Northern Japanese Island of Hokkaido.

Our first missions in the Korean conflict were in support of our ground forces with an alternate order to look for North Korean aircraft. It was only a week or two after the North Koreans crossed into South Korea that all of the North Korean Air Force's aircraft had been destroyed. I accounted for one in the air while I was en-route to my assigned ground target and the four ship flight I was leading destroyed another 36 on the ground while they were preparing to take-off for a late afternoon attack on our troops or air fields. The F-51's were also flying ground support missions but the only jet fighter flying early in the war was the F-80C "Shooting Star" which were flying primarily on ground support missions.

One most important modification to the aircraft that allowed the F-80 to become an extremely effective ground attack aircraft was the "Misawa" tip-tanks. Two 49th Fighter Group Maintenance Officers redesigned the existing three section Weber tip tanks carried by the F-80. By adding two additional center sections they increased the tanks capacity from 165 gallons to 265 gallons of fuel. This allowed the F-80 to operate from Southern Japan up to North Korea and attack ground targets and return. After the F-80's moved into bases in South Korea they were easily able to reach targets along the Chinese border.

There is no question that the ground attack mission was not a glamorous role where every mission placed the fighter pilot in harms way from having to deal with anti-aircraft fire from the enemy and facing unknown terrain filled with high uncharted mountains which could not be seen when letting down through cloud covered skies. You knew you were going to be confronting the enemy and his attempts to destroy you on just about every mission. In contrast there were some F-86 pilots who flew most of their missions without seeing an enemy aircraft. There was no credit given for how many enemy troops, tanks, vehicles, aircraft, railroad engines, etc. given to ground attack pilots, therefore nothing for historians or media to find of interest to glamorize those pilots. This probably is one reason for the concentrated history of air-to-air combat in Korea being reported as the main role of fighter pilots in that war. General Walker, Commander of the Eighth Army in Korea stated that we could never have stopped or run the North Koreans across the Yalu River if it had not been for the United States Air Force. All of that occurred prior to the arrival of the F-86's and apparently did not mean to exclude the contributions of the Navy/Marine and Australian/South African pilots.

Most people who hear the names of Fighter Aces from the Korean War such as Fredrick "Boots" Blesse, Ralph Parr, etc. justifiably consider them to be real fighter pilot heroes of the Korean War. The name 1st Lt. Tracy B. Mathewson probably doesn't ring a bell with very many people and I certainly have never

seen his story in print anywhere. Tracy was in my fighter group but in a different squadron which was flying combat from a different base in southern Japan from the one my squadron was flying. He had joined our Group shortly before the war and I had not met him until 1954 when I completed the USAF Experimental Test Pilot School and was assigned to Fighter Test Operations at Wright-Patterson AFB. Tracy was a pilot in the organization where I heard his incredible story. He was flying an F-80 against targets near the North Korean Capital of Pyongyang early in the war. His aircraft was hit by anti-aircraft fire and he ejected at low altitude. His parachute did not fully open as his leg was caught in the parachute lines causing him to hit the rice paddy in a partly head down position. The wet and muddy paddy absorbed part of the landing impact and after recovering from the messy rice paddy he saw a building with a porch where some people were motioning for him to come to them. A large hunk of his of his wrecked aircraft was between Tracy and the building. His Flight Commander made a couple of low passes but the anti-aircraft fire that had knocked down Tracy's aircraft was so intense that he had to leave the area after reporting the loss to Mission Control. Tracy decided he might as well go to the building and was passing the wreckage when the people on the porch began shooting at him. He ducked behind the wreckage and pulled out his Colt 45 automatic pistol and fired a few shots in the direction of the building. He knew he only had two ammunition clips but figured he might as well go down fighting. Then suddenly as unreal as everything was happening to him, he heard the sound of a propeller powered aircraft pass closely over his head. He looked up and there was an Army L-5 airborne forward controllers' aircraft circling his position. He watched transfixed wondering what the aircraft could do to help him, when the L-5 buzzed the elevated road next to the rice paddy where a few people had been walking. The L-5 passed so low that he ran the people off the road and into the rice paddy. He then made a low tight turn and returned to land on the road stopping as close to Tracy's position as he could. Without hesitating Tracy ran towards the L-5. When some of the people who had been run off of the road were blocking his way a few shots from his 45 scattered them. When he was climbing into the rear seat the pilot gunned the engine and they were off into the blue with Tracy unable to believe his fantastic luck. I never learned the name of the army pilot, why he had come so far north of the front lines or whether he survived the war but pilots like that are the true nameless heroes who were willing to risk their life to rescue another American.

His act of courage should be one of the real pilot stories which the world and particularly our young hero worshipers need to hear, along with the stories of the Fighter Aces. There were so many pilots flying extremely dangerous combat missions in many types of aircraft who never received any recognition by the media but the troops they supported were eternally grateful for their dedication and sacrifices in supporting the ground forces.

My first look at the F-86 came when I flew my crippled F-80 into (K-14) Kimpo Air Base where the F-86's were based. It was the

30th of December 1950 and the F-86's were preparing to evacuate back to Japan as the Chinese were shelling the base. I was impressed by the beautiful aerodynamic lines but had reservations about the black smoke trail left by the J-47 engine while in flight. In late January a small detachment of F-86's came to K-2 Air Base where I was stationed and I was selected to lead them on some ground attack missions. My first mission was in a T-33 with their Detachment Commander in the back seat and four F-86's on our wing. The first mission was a "road recce" mission where we looked for targets of opportunity along an assigned road in enemy territory. On the second mission I flew lead in an F-80 and we worked with a forward ground controller. I flew a third mission trailing along in the number #5 position and when my request to check out in the F-86 was turned down, I returned to my primary duty of flying ground support in the F-80. The F-86's pilots soon determined that the F-86 was not suitable in the ground attack role so they returned to Japan. If you think I am down playing the F-86's, I am not. Once I began flying them I loved that machine. During the following years I was lucky enough to fly every model of the F-86 including the only two-place TF-86F. It certainly fulfilled the role in proving our technology training and pilots' skill were superior to that of the Chinese and Russians.

N. C. "Bud" Evans ©

EXECUTIVE OFFICER

I don't know how many of our members really know what dedication to the goals of this organization our Volunteers really have. Obviously the growth and quality of the museum and AirShow are a direct result of the untiring work of our Director (Commander) Lloyd Morris. There are also: Public Relations director Terry Yon who is in his office every day before the museum opens and has his finger on the pulse of all of the museums activities and presents our image to the public through his untiring efforts. Facilities Director, Norm Lindsay who is involved in every aspect of keeping the entire facility running smoothly while dealing with the many problems that arise almost hourly with such a large complex as the museum. Bob James spends almost every day overseeing the maintenance facility, restoration hangar and maintaining and flying C-47 TICO Belle, his wife Ann is an absolute essential part of the supporting ladies efforts of the organization. Bob Boswell our Operations Director handles all of the flying activities which include arranging for and controlling aircraft that fly at our events as well as the annual TICO Warbird AirShow. He is also a pilot on the TICO Belle. Lora McCabe, our Finance Director spends a great deal of time keeping our tax and daily finances up to date and makes regular monthly reports to the Board on our financial status. Ron Davis, Personnel Director, is responsible for the employees as well as keeping records regarding the membership files. All new memberships and renewals are his responsibility. One of the most demanding jobs has been accomplished for many years by our Procurement Director Bob Frazier. He is primarily responsible for locating and procuring most of the aircraft and much of the memorabilia that graces our museum.

He drives from West Palm Beach every week and he and his wife Diane attend and assist in all of the museums events. Following the sudden death of Frank Pound, our former Board Member and our Museum Curator who maintained the memorabilia displays in both of our memorabilia rooms, this work is now being very ably handled by Don Leathers and Arthur "Chris" Christenson. Chris was Frank's loyal assistant and now Don's.

I hesitate to add other names as there are so many other people who regularly contribute so much to the museum's success and to name them all would take up the whole newsletter. My sincere respect and appreciation to all of you and especially to Lorraine for putting together our regular UnScramble.

Bud Evans

OPERATIONS OFFICER

TICO WARBIRD AIRSHOW

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 hosted 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 and will use the comments and suggestions provided to improve our performance.

The kickoff meeting for 2013 WARBIRD AIRSHOW will be held at the VAC at Noon on Saturday, September 15th. This initial organizational meeting is very important as the primary Team Leaders, Key Workers and their areas of responsibility will be established. Lunch will be provided. AirShow dates will be 22nd, 23rd and 24th of March, 2013. Media Day will be on Thursday the 21st. For this event we will be recognizing the great contribution the B-17s made to the war effort and commemorating the first B-17 Crew to complete their 25th Combat Mission. We have already started rounding-up B-17s for the show. Last year we added a Show Line Beer Garden. It was a big success and will be continued. Additional reserved seating areas will also be added to the Show Line. We are looking for volunteer support. If you are interested in working one or more days please call and let me know your area of interest and availability. The success of the WARBIRD AIRSHOW is only possible through the outstanding support of our volunteers. Please consider supporting the event and attend the kickoff meeting.

MEMORIAL DAY WEEKEND

In spite of the threatening weather we had another outstanding success at our Memorial Day Weekend Open House! Thousands of visitors were treated to their first look at the Vietnam Display Center and our recently restored aircraft. The VAC

Lady Volunteers under the direction of Ann James provided an outstanding food line while Greg and Christine Zahornacky, with their new sound system, provided music and announcements. Jack Dorrell and the many other Tour Guides kept the crowd moving and informed. A special thank you to all the aviators in flight suits who stood by their aircraft providing real life stories about their flight experiences. Thanks also to the members of Retro Flight who provided over head flight formations during the event; to Joe Masessa who brought his OV-1 Mohawk in for display on Monday and to Karl Holly who provided flight support for the City of Cocoa Memorial Day Tribute at the Cocoa Riverfront Park on Monday morning. Weekend ground operations were made possible by the support of Jim Owens, Jim Towe, and others who helped marshal and tug the many aircraft to parking and in and out of the hangars as the rain directed. Mark Grainger and Team Waco provided a good number of Biplane Rides when the weather allowed. As they always do, the Car Club had a good variety of antique cars and trucks on display that everyone stopped by to look at and talk about. The Radio Control Club provided a number of different size and type aircraft to admire and the Plastic Model Club had four tables full of land, air & sea models. The Gift Shop had a record weekend. Special thanks to Diane Frazier for manning the Reception and Registration Desk all three days in the Gift Shop and to Roger Desplaines for set-up and support during the event. This was another good community event made possible by our members who did so much to make it an outstanding success.

OTHER FLIGHT EVENTS

Gaggle Red Flight, a four ship from Spruce Creek led by Tony Crawford, provided over head flights and a Missing Man Formation for U.S. Representative Bill Posey's 10th Annual Support Our Troops Rally at Veterans Park on Port Malabar Blvd. on Saturday 12 May. Many complimentary comments were received!

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 scheduled for Saturday, June 9th. The cost for breakfast for everyone is \$8.00. Members who wish to drive in for the breakfast are welcome. Non-members must pay for Museum Admission (at group tour rate) 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.

TICO BELLE

Our focus is now on an early fall return to flight. We have several opportunities starting in September, continuing through the end of the year, where we have been invited to fly the C-47. Progress has been steady, however, availability of specific parts has kept us from completing the repairs as quickly as we would have liked.

Bob Boswell

MAINTENANCE OFFICER

The engine repairs on the C47's left engine are continuing. The main effort is on the firewall build up. The engine control rods are in the process of being installed. The last four rods ends have arrived and will be installed as we write this article. One fuel and two hydraulic lines have been found to have cracked flares of collars. This requires the lines to be remade or obtained from Parts Base. The fuel line has been located and is on order. Several problems remain with hydraulic disconnects for the firewall connections. The part numbers have been upgraded and do not show in the illustrated parts book. The old Q.D.s were beyond repair and the part numbers were not readable. The search is a continuing effort.

I have had a response from the insurance underwriter's as to my request for additional funding. I have furnished them the details of funds spent and they have replied with a request for additional paper work. We are on our third adjuster and have had to provide the info to each one. However we are much closer to obtaining the funds necessary to finish up the job.

The fire detection system is in the layout process to allow location of the eight mount supports. Once that is accomplished the individual wires can be pulled through the airflex metal conduits and terminated in each control box. Other mundane but very necessary parts that must be made are brass ferrules for the engine control cables at the firewall penetrations. Fortunately we have talented people that can operate a milling machine and have taken on the task of making those ten ferrules and the retainers.

The engine accessories (starter, generator, hydraulic pump, vacuum pump, tach generator, etc.) are in the process of being mounted on the aft section of the engine (P&W R1830-92). We hope that we will soon be mating the engine to the firewall then will begin the routing and mounting of over forty hoses between the firewall and the engine.

Robert E. James

TBM-3 AVENGER

During the months of April and May our focus has been on the TBM's main landing gear. The main gear and its attaching hardware have been removed from the plane, stripped of paint and inspected. The struts and load bearing parts of the main gear were sent out for NDI testing (None Destructive Inspection), which checks for cracks and abnormalities. All the components of the Main Gear test good and are ready for priming, painting and reinstallation.

After the landing gear is complete we will remove the fuel cells and send them out for inspection and repair if needed.

All the flight control cables have been installed, special thanks to Jim Towe for a job well done. We still will need to adjust tension and rigging. The control surfaces have to be painted and balanced and installed on the plane.

The electrical system is still being installed. There has been some redesign required on the gear position indicators. The position indicator will be a set of lights to indicate gear position instead of a cable and pointer. The gear position indicator will now show the position of the tail wheel.

Final re-design on the instrument panel is complete and ready to be cut and powder coated. We are making progress and still look forward to engine runs, taxi test and flight sometime this summer.

Jim Owens

GRUMMAN GREMLINS

We had a great Memorial Day Weekend. We did well letting people take their own photos.

We are still working on the vertical fin of the Canberra, and also on the tail hook on the F-4 Phantom.

George "Dutch" Graefe
Restoration Project Officer

PERSONNEL OFFICER

The following is a List of Officers and Terms of Service that will be up for election this year. If interested, you must comply with VAC procedures. To qualify as a candidate for office you must be a member in good standing of the VAC. A qualified member that is interested in running for a Board of Director's position or an incumbent seeking reelection to the same or another Board position must file a Letter of Intent with the Board of Directors.

The letter must contain the following: (a) The position which the member is intending to fill; (b) The signature of the member who is seeking the position; (c) The signatures of two (2) members in good standing of the VAC who endorse the placement of the candidate's name on the ballot. In addition, a biographical history must be submitted at the same time as the Letter of Intent. Brief autobiographical histories, less than 250 words, are suggested.

Please contact the administrative office for a copy of the duties of a Board of Director's position that interests you and the form you need to complete the application. The Valiant Air Command Board of Directors is considered a "Working Board" position.

OFFICES AVAILABLE FOR 2012

FULL THREE YEAR TERMS 2012-2015

Personnel Director—Incumbent—J. Ron Davis
Procurement Director—Incumbent—Robert F. Frazier, Jr.
Finance Director—Incumbent—Lora McCabe

Autobiographical histories, together with your original Letter of Intent and required endorsements, must be received at the VAC Headquarters by 5:00 P.M., 15 August 2012. The new candidates and the position they are running for, as well as their autobiographical histories, will be published in the October, November and December 2012 of the UnScramble.

NEW & RENEWAL COLONELS
21 MARCH - 10 JUNE 2012

NEW MEMBERS

Avery, Christopher L. / Wiggins, Lynn Ann
Conner, Retha J.
De Araripe Sucupira, George William Cesar
Edo, Carlos
Hall, Tom Page
Hart, Jr., David W. / Hart, Jennifer
Janoch, Joseph / Janoch, Karen
Jones, Leon E.
Juka, John M., / Juka, Julie
Kemiseti, Anil / Tiruveedhula, Lakshmi
Maggie, Lawrence / Maggie, Brock
Mathews, Carol (with Robert A. Mathews)
Montes, Al / Cmar, Debra A.
Neighbours, Denise (with Terry L. Neighbours)
Nies, Terrence C. / Nies, B. Joan
Parker, Bill / Parker, Louise
Scarborough, John / Scarborough, Katherine
Sharon, Jeffrey
Wasson, Donald M. / Gribble, Elizabeth

NEW LIFETIME MEMBERS

Botelho, Fernando A. / Botelho, Rosana
Gatti, Walter J. / Gatti, Dottie
Reis, Jr., Joseph J. / Reis, Ursula

RENEWALS

Arruda, James R. / Arruda, Karen Ann
Badger, Lester A.
Bailey, Donald J.
Baker, Robert
Bohan, Chris / Bohan, Sara
Bond, James F.
Dunkel, Michael B. / Dunkel, Pam
Dyer, Susan K. / Hudson, Philip L.
Givens, Benjamin Todd
Hart, Richard A. / Hart, Casilda "Silda" A.
Hickman, Ray E.
Inge, Jr., Earl M. "Skip"
Land, Jerry B. / Land, Patrick J.
Libengood, Robert T.
Littell, Wally
Mathews, Robert A.
McClure, Jerry D.
McLeod, Thomas F. / McLeod, Catherine F.
McNeely, Greg
Mitas, John A. / Mitas, Rosalind
Neighbours, Terry L. / Neighbours, Denise
Neugebauer, Hans J. / Neugebauer, Susan B.
Nichols, Jay K. / Nichols, Gail A.
Parsons, Stanton V. / Devaney, Julie J.
Phillips, David M. / Phillips, Terron T.
Phillips, Richard
Russell, Richard D.
Saporito, Michael R.

Scheuerman, William L. / Scheuerman, Sanna
Talbot, Franklin F. / Talbot, Ruth Ann
Templeton, Calvin H. "Cal" / Templeton, Bonnie A.
Thomas, Albert M. "Al" / Thomas, Cynthia D.
Thomas, Raymond M. / Ham, Tammy
Varney, Robert Steven

ELECTRONIC DISTRIBUTION OF THE UNSCRAMBLE

This is the third issue of our newsletter to be available electronically. We continue to appreciate the positive response. If you would like to receive yours electronically, please send us a short note at VACinfo1@bellsouth.net. Again thank you for your support in this valuable effort.

DUES

Dues are coming in slowly this time of year. If you have forgotten to renew your membership, please accept this as a friendly reminder. Thank you for your support of your Museum.

GET WELL WISHES

We're happy to hear Gaye Lindsay is feeling much better.

Continued get well wishes for Jack Dorrell.

Martha Lincoln – we hope she recovers soon from her back injury.

Sam Beddingfield was recently in the hospital and is home now.

MEMBERS & FRIENDS GONE WEST

We do not always hear about our members and friends Gone West right away, so if you know of someone we haven't had in our listing, please don't hesitate to let us know. Thank you!

William Frederick Jackson, age 73, passed to his Father's home on 21 September 2011. He moved to New York in 2011. He was a member of the Valiant Air Command since 2001 and loved by all who knew him.

On 02 March 2012, Kathadaza H. Mann, age 93, passed to her Father's home. She was the beloved wife of Hiram Mann, our Tuskegee Airman that we visit with during our Memorial Day Open House and Veteran's Day Open House. She is greatly missed by her loving family.

Theodore Klaczko, age 87, Patty Etter's father and Tom Etter's father-in law, passed to his Father's home on 31 March 2012. He lived in Titusville and is surely missed by all of his family.

15 May 2012 Gene Cometa passed to his Father's home. Gene was a C123 crew chief in the U.S. Air Force. He worked with Paul Vasconi and Josh Eiting on the C123 on Saturdays with a loyal group that loves restoring the C123.

22 May 2012, Diane Frazier's sister, Mary Jane Ibelle was called to her Father's home.

J. Ron Davis

FACILITIES OFFICER

The first six months of 2012 have proven to be busy. So far the VAC has hosted 8 private parties, we have parties for our members and the general public. For those unaware we rent out the facilities for socials of all kinds to generate funds to operate the museum. In the past we have had weddings, birthdays, funerals and everything in between. Keep the VAC in mind for your next event, we can arrange the hangar to fit your needs.

January was our first fly in breakfast and was a great success as was February, March and April. May's fly-in was canceled due to Mother's Day. In February we hosted the Senior Boomer Expo with over 800 people in attendance. The Canberra also arrived on site in February and is now awaiting its turn for reassembly. March was a very busy month due to the airshow. We cruised thru the month of April with just a few of the above mentioned parties. May was an important month. We had a visit from the Inspection Department of the U.S.A.F. Museum in Dayton, OH. If all went well we may be certified to receive additional retired aircraft from the Air Force.

In May we hosted the Memorial Day Open House. Admission was free to all Florida residents and to military, active and retired. We had over 700 people the first two days and over 1,000 the third day of the three day event.

Norm Daniels, our one man restoration crew has completed the T-2 Buckeye and has moved on to the T-33 Shooting Star. If you have free time I know he could use your assistance. In closing I would like to welcome our newest volunteer Robert Maness. Robert is a licensed aircraft mechanic and will be a great asset to the VAC.

Norm Lindsay

PROCUREMENT OFFICER

CANBERRA AIRCRAFT The recovery phase of obtaining the airplane is coming to an end. We are now summarizing the ejection seat information we obtained from the British Duxford Museum, the British Martin-Baker ejection seat company and the RAF depot. The research was needed because the seats are older (early 50's) and of a unique original design. Based on this information and Curt Whitman's contact with one of M-B's retired product support people he as outlined a procedure to disarm the seats.

A-6 AIRPLANE We are requesting additional MK-12 dummy bombs from the Navy Museum. They will be used to enhance the combat display of our aircraft.

HARRIER We have made a request to the U.S. Marine Museum to obtain an AV-8A or an AV-8B model for display. Availability is low as the B's are actively deployed and the A's are released to USMC bases and Museums.

DONATIONS It may have been brought on by the thoughts of paying Income Taxes, but we have received more offers of specific customized, pewter and metal plane models (all sizes) than we can handle. Selective models will be retained and others may be sold.

Also Mrs. Frank Pound donated Frank's 1975 Chevrolet Caprice Convertible. It was offered for Raffle during our Memorial Day Open House. The lucky winner was Scott A. Shaffer.

Bob Frazier

PUBLIC RELATIONS OFFICER

It has been a busy time (as always) since the AirShow for Public Relations. In addition to coordinating several special events, we have been trying hard to keep the visitor count up during what is normally a slower period for us. Our Fly-In Breakfast efforts are down a bit, because of the summertime, but we've opened it up to "drive-ins" now, so if you are interested in having breakfast with our pilots, come over any Second Saturday of the month.

Our Memorial Day Weekend Open House was a big success and we offered more activities than ever before. The "Jungle Adventure" critter table was a big hit, as well as all the exhibits and displays. 98.5 "The Beach" was here and we had many combat pilots that stood by aircraft. Ann James and her crew served some great "premium, gourmet" hot dog meals. Thanks to everyone who supported us.

As I said, the summertime is a bit slow, so if you have a special event and are looking for a unique venue, or know of a group looking for something special to do, have them contact the museum. We will continue to work our way through the heat and doldrums of the summer and be prepared to roll back in hot, in the fall, and start our 2013 AirShow planning in earnest.

As always, I really want to thank our tourguides, who are always here waiting to assist and provide information to our visitors. Without them, the museum experience would not be what it is.

Finally, which aircraft, on display in the museum, "had the most kills" ... definitely the B-25 -- don't always think like a fighter pilot!

Terry Yon

**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 (TIX)
Lat: 28-30.883N
Long: 80-47.954W
Elev: 34ft
Length: 09/27 - 5,000ft; 18/06 - 7319ft
Tower: 118.9 - Cnd: 121.85
FBO: Space Coast Jet Center
321-837-9355
Bristow Air Center
321-567-8000
VAC: 321-268-1941
vacwarbirds@bellsouth.net

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

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

Free Museum Admission To Fly-in Pilots & Passengers

Valent Air Command Warbird Museum • Space Coast Regional Airport
6600 Tico Road, Titusville, FL 32790
www.vacwarbirds.org • (321) 268-1941

A NOTE FROM ANN

Today I am writing a Major "Thank You "to our wonderful Volunteer Ladies who have worked above and beyond the call of duty these last two months!

We just completed a three day Hot Dog Cart sale for the Memorial Day Weekend. Our ladies were out every day in great numbers and worked all day to finish and then prep for the next day. They baked homemade goodies to sell and also kept the popcorn machine going most of the day. We had special help there with Genie Owens training her grand-daughters, **Jenna and Rachel** who sold more than anyone!! Great job young ladies, and thank you.

Special thanks to **Sherry Sietsma** for helping out all day while Larry was on duty with "his plane." We really appreciated your help!

Thank you **Greg and Christine Zahornacky** for all the wonderful music and especially for your time! That is the most precious gift!

Last month our ladies were busy with the AirShow Debrief Luncheon and then we had the special privilege of hosting the "Josh & Michelle Smith" wedding, also some ladies helped with the monthly fly-in breakfast. We also hosted a dinner for 150 guests of the Civilian Military Council earlier this month. Very busy schedule for everyone.

Each function helps the VAC in many ways. Some are our "VAC" functions that bring our members and new guests together, and others are rental events that help bring revenue to the Museum. Our volunteers make that more profitable by donating their time and talents so often.

Thanks again to all for all the great things you do! If you are home and need a place to belong - we would love to have your help!

Ann James

FROM THE GIRLS IN THE GIFT SHOP

What happened to winter and spring! We jumped right into summer and were ready for it. We are looking forward to a busy season with new items here in the Gift Shop – coffee mugs, Hawaiian shirts, plush toys for the kiddies, W.A.S.P tote bags and much more.

We only have a few 2012 AirShow souvenir T-shirts left (Small & Medium). Our collectible die cast airplane banks are going fast, so hurry in for yours soon. Don't forget members get 10% off. If it's too hot at the beach, come on in and browse in our air conditioned Gift Shop. You may find a gift you can't do without or for that special someone.

Have a great summer!!!

Pam, Anita and Phyllis

SPECIAL OFFER TO MEMBERS

Purchase your pre-need cemetery property prior to 31 July 2012 and receive 20% off the purchase price! The importance of pre-arranging means freezing the price forever, removing the burden off the ones you Love, and we even have payment plans to suit your needs. Contact Angela Strianese at Oaklawn Memorial Gardens – 321-289-8709 or 321-267-8751 to make your appointment. Thank you!!!

CURATOR'S CORNER

We have added new display cases to the Memorabilia area of the main building. The cases contain additional Korean War and Cold War items not displayed earlier. All new cases are mobile which provide us flexibility in planning and maintenance. The Grumman Wildcat now resides in the entry of the Memorabilia area and is quite an attention getter. When you visit the museum in the future, you may notice that things are constantly changing which has become an ongoing process.



Mr. and Mrs. John Waters, VAC members, recently paid us a visit in the Vietnam Hangar. They were accompanied by Alex Waters their two and one-half year old grandson. Little Alex is very bright for his age and loves helicopters. While attending our 2012 AirShow, Alex saw a stuffed animal resembling "Tony the Tiger" sitting in the rear section of the VAC UH-1 helicopter. Since the AirShow, Alex noticed that "Tony" had disappeared and was heartbroken. During a recent visit with me, Alex made a donation of his favorite stuffed animal, a tiger! The tiger resembles "Tigger" but that's close enough. Tigger is now installed in the Huey cockpit window and is keeping a watchful tiger's eye out for the bad guys.

Don Leathers

FROM A MEMBER'S KITCHEN

"WHOOPIE PIES" COOKIES — SANDY BOSWELL

2 cups flour	5 tbsp. cocoa
1 cup sugar	1 tbsp. baking powder
1/2 tsp. salt	1 tsp. baking soda

Mix dry ingredients. Add:

1/2 cup Crisco	2 egg yolks
1 cup milk	1 tsp.

Beat until smooth. Drop by teaspoonfuls on an ungreased cookie sheet. Bake at 375 degrees for 10-12 minutes until set but not crisp. Cool. Spread filling generously between each two cookies.

Filling:

2 heaping cups powdered sugar	1/4 tsp. salt
1/2 cup Crisco	1 tsp. vanilla
2 egg whites	

Beat on high in small mixing bowl until light and fluffy. Yummy!!!



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.

PLEASE DETACH & RETURN IN THE ENCLOSED SELF-ADDRESSED ENVELOPE

BECOMING A LIFETIME MEMBER ELIMINATES ANNUAL DUES NOTIFICATION- SEE BELOW

PLEASE PROVIDE ANY ADDITIONS, CORRECTIONS OR CHANGES TO ORIGINAL MEMBERSHIP

ATTENTION: MEMBERSHIP

MAKE CHECKS PAYABLE TO: THE VALIANT AIR COMMAND

PLEASE PRINT CLEARLY

DATE: _____

NAME: _____ Email: _____

_____ I choose to receive the VAC UnScramble newsletter via E mail, to reduce costs and environmental impacts.

NAME CARD SHOULD READ _____ SPOUSE or OTHER NAME _____

CHILDREN (Under age 18) _____

ADDRESS: _____ CITY: _____ STATE: _____ ZIP: _____

ALTERNATE ADDRESS (If applicable) _____

PHONE NUMBER(S):

HOME: _____ CELL: _____ OTHER: _____

DUES:

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

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

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

CHECK #: _____ CREDIT CARD: _____ CIRCLE ONE: VISA MASTERCARD

_____ - _____ - _____ - _____ EXPIRATION DATE: _____

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Artist's conception of the new climate controlled VAC Hangar.

Impressive, to say the least!

We hope you will join us in underwriting the construction of this magnificent building, and will look forward to visiting this building and our expanded collection.