

UN-SCRAMBLE



OFFICIAL NEWSLETTER OF THE VALIANT AIR COMMAND, INC.

6600 Tico Road, Titusville, FL 32780 • (321) 2658-1941 • www.vacwarbirds.org

Volume 3

July, August & September

2013

HIGHLIGHTS FROM APRIL, MAY & JUNE, 2013



4-16-2013 Bob Boswell (L) & Ron Davis (R) addressing the AirShow Survivor's meeting



4-20-2013 1st passenger flight of Tico Belle



4-20-2013 2nd passenger flight of Tico Belle

4-23-2013 - Volunteer Ladies of the Valiant Air Command Cocktails at the V. A. C. and then lunch at Paul's Smokehouse



4-20-2013 Turning "Tico" for home
Bob James, Pilot - Bob Varney, Co-pilot



5-7-2013 Former F-105 Pilot Charlie Adams visits our museum and gets to relive memories in the cockpit seat.



5-15-2013 Maj. Gen. R. Second, U.S.A.F. (ret) stands by our F-86 on his recent visit.



5-9-2013 The volunteer "Hot Dog" Ladies



5-9-2013 The volunteer "Hot Dog" eaters



5-18-13 Whitney Dail & Jonathan Yoerger were married while airborne aboard Tico Belle.

**JULY, AUGUST & SEPTEMBER 2013 UN-SCRAMBLE
HIGHLIGHTS FROM APRIL, MAY & JUNE, 2013 (Continued)**



May 16, 2013 - The Tourist Development Council presented its coveted 2013 Solomon Portrait of Excellence Award to the Valiant Air Command, citing our 35 year history of dedication to our mission and our contributions to the economy and culture of the Space Coast. This is the highest award that the Council may give to an organization.



Our T-33/F-80 leaves the restoration hangar & moves to the main hangar sporting its new paint job



You got to love this "N" number



Finishing the concrete pour in front of the restoration hangar

VALIANT AIR COMMAND
 6600 Tico Road
 Titusville, FL 32780-8009
 Phone (321) 268-1941
 Fax (321) 268-5969
 Website - www.vacwarbirds.org
 Email - vacwarbirds@bellsouth.net

Statement of Purpose

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

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

EXECUTIVE AND SUPPORT STAFF

COMMANDER vacwarbirds@bellsouth.net	Lloyd Morris (386) 427-1296
EXECUTIVE DIRECTOR nabuevans@cfl.rr.com	Bud Evans (312) 984-3343
OPERATIONS DIRECTOR bboswell4@cfl.rr.com	Bob Boswell (321) 757-6756
MAINTENANCE DIRECTOR jamesroberte@bellsouth.net	Bob James (321) 453-6995
FINANCE DIRECTOR vacfinance@bellsouth.net	Lora McCabe (321) 268-1941
PERSONNEL DIRECTOR owens46@cfl.rr.com	Jim Owens (321) 482-2928
PUBLIC RELATIONS DIRECTOR jronflew@att.net	Ron Davis (321) 208-7437
FACILITIES DIRECTOR vacwarbirds@bellsouth.net	Norm Lindsay (321) 267-3622
PROCUREMENT DIRECTOR robertjrfrazier@bellsouth.net	Bob Frazier (561) 848-4549
VOLUNTEER COORDINATOR vacwarbirds@bellsouth.net	Ann James (321) 543-7147

MUSEUM AND GIFT SHOP

OPEN 7 DAYS A WEEK - 9AM TO 5PM

Closed Thanksgiving, Christmas and New Year's Day

Adults \$18.00 - Senior or Military \$15.00

Children 5 to 12 years old \$5.00

Children under 5 years old - No admission charge

Special Tour and Family Rates Available

Please call us if you have an address change. We want you to be sure to get your copy of the Un-Scramble.

This Newsletter is available electronically, just call and give us the OK and your email address...we will do the rest. Help the VAC save money and some trees. Thank you.

Future Events - 2013

01 Jul - Bristow Academy – Library
 04 Jul - Independence Day
 13 Jul - Fly-In/Drive-In/Walk-In Breakfast
 16 Jul - Board of Director's Meeting
 10 Aug - Fly-In/Drive-In/Walk-In Breakfast
 20 Aug - Board of Director's Meeting
 02 Sept - Labor Day
 14 Sept - Fly-In/Drive-In/Walk-In Breakfast
 14 Sept - First 2014 AirShow Meeting – Noon - Library
 17 Sept - Board of Director's Meeting

COMMANDER'S REPORT

Well, summer has arrived, and for us, a no-kidding wet season. We finished paving the gravel area between the main hangar and the restoration hangar, so the mud, and more importantly, gravel and FOD concerns, should be much improved.

The Valiant Air Command received the prestigious **Solomon Portrait of Excellence Award** at last month's Tourism Luncheon. For once in his life this Kentucky boy was speechless! The award recognized our efforts and accomplishments in building the tourism industry in Brevard County. We are honored to be recognized in this manner, and I am very proud when I see the beautiful glass trophy that accompanied this recognition. Thanks to our Directors, staff, members and volunteers who made it possible!

We welcome long time volunteer Jim Owens to our Board as Personnel Director. Jim will be your "go-to guy" for membership issues. Thanks for stepping up, Jim.

Our next move was Ron Davis taking over the Public Relations desk from retiring Terry Yon. Ron's column pays tribute to Terry for a remarkable job in the PR area; let

me add my thanks to him for literally “keeping us in the headlines”.

Finally, our restoration efforts are showing some great results. John McCoy, Norm Daniels, Len Vigneault and John Tabera have wrapped up their very attractive paint job on the TV-1/T-33. They are moving on to the F-105 and F-4. I think you will be pleasantly surprised at the progress on those two historic fighters.

Bob Boswell is already leading our Airshow planning efforts for next year. Mark your calendars for 14-16 March. Lots of surprises and lots of opportunities for volunteers to be part of this great tradition.

Lloyd Morris,
Commander

OPERATION OFFICER’S REPORT

TICO WARBIRD AIRSHOW

The VAC hosted an AirShow Volunteer Survival and Appreciation Luncheon in the main Museum Hanger at noon on Saturday, 20 April. Special thanks to all the members who helped make the 2013 Warbird AirShow with the Air Force Thunderbirds an outstanding success. .

The kickoff meeting for 2014 TICO Warbird AirShow will be held in the VAC Library at Noon on Saturday September 14th. 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. The 2014 AirShow dates will be 14th, 15th, and 16th of March. Media Day will be on Thursday the 13th. There will be a venue change for this event. Friday will be an evening only show with the gates opening in the afternoon and the night show ending with fireworks. Saturday and Sunday will follow the format we have use in previous years. For this event we plan recognize the great contribution the Tuskegee Airmen made to the war effort and commemorate their deployment to Europe and success of their bomber support missions. It takes a lot of volunteers to host

this 3-day event. If you would like help out before, during or after the event please call Jim Owens, our Personnel Officer, and let him know your area of interest and availability. The success of the Warbird AirShow is only possible through the outstanding effort of our volunteers. Please consider supporting the event and attend the kickoff meeting.

MEMORIAL DAY WEEKEND

Thanks to the outstanding weather we had another successful Memorial Day Weekend Open House! Thousands of visitors were treated to free entry and entertainment. The VAC Lady Volunteers under the direction of Ann James provided an outstanding food line while Greg and Christine Zahornacky provided music and announcements. Jack Dorrell and many other Tour Guides kept the crowd moving while former Warbird Aviators in Flight Suits stood by their aircraft providing real life stories. Thanks also to the aviators from Spruce Creek and the local area that provided flight formations during the event; and to Retro Flight for their support of the City of Cocoa Memorial Day Tribute at the Cocoa Riverfront Park on Monday morning. Robert Varney provided Biplane Rides for some of the Volunteers in his Stearman. The Car Club had a variety of cars and trucks on display and the Radio Control Club provided a number of different size and type aircraft to admire. The Model Club had tables full of land, air & sea models. We owe a big THANK YOU to Diane Frazier for manning the Reception and Registration Desk and to Roger Desplaines for set-up and support.

OTHER FLIGHT EVENTS

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. Arrive early for the best selection. Due to pending bad weather we had to cancel the June breakfast. The next fly-in is set for Saturday July 13th. Members who wish to drive in for the breakfast are welcome. A reminder that it would be helpful for all attendees to call in with advanced reservations so that the appropriate amount of food will be available.

TICO BELLE

We will continue to provide C-47 passenger flights on the 3rd Saturday of each month.

On one of the recent flights we had an in-flight wedding on our C-47 with a reception that followed in the main hangar. Those interested in a flight should call the gift shop and place their name on the roster for a future flight. There is no charge to sign-up in advance and you will be called before each flight and offered a seat.

PARKING RAMP

Dirt was removed and a concrete ramp was poured in the large gravel area in front of the Restoration Hanger. This provides a much enlarged aircraft parking area and removes the FOD threat from all the gravel and dust that was being blown around.

Bob Boswell,
Operations Director

MAINTENANCE OFFICER'S REPORT

The Tico Belle has been invited to the www.warbirdsandlegends.org in Topeka, Kansas August 3-5, 2013. Check it out. It will be a premier event with several of all of the types of war birds planning on attending,

The only problem is that the cost to get there and back requires some sponsorship to cover the fuel expenses. We need five or six people to help share the fuel expenses that would approximately be \$1,500 dollars. If they choose to go along their personal expenses at Topeka would be in addition to the fuel sponsorship.

One of the planned events will be a Normandy invasion reenactment with three C47's (in Normandy invasion paint schemes) doing a formation parachute drop. The Tico Belle would be one of those three C47's.

After the 2013 Tico Airshow the C47 went through its 25 hour inspection. Several items were found that required corrective action. The left engine cylinder head temperature (CHT) indication was low and intermittent. The replacement of the thermostat gasket for the CHT cured the

problem. Another problem was the slow leak down of the right main gear strut. The cure was to jack the plane and replace the chevron seals (4 each) in the strut. Since that time the strut has held up perfectly. One of the most difficult problems was fluctuating right engine fuel pressure when the boost pump was on. During troubleshooting the right and left engine driven pumps were swapped. The problem followed the left engine driven pump. It was replaced with a freshly overhauled unit. The faulty pump was sent to Aero Accessories, Inc in San Antonio, Texas. They found that one of the vent plugs had been replaced with a solid plug causing the pump to lose its reference to atmospheric pressure! Another lesson learned, check for a vented plug on the top of the pump next to the pressure adjustment screw prior to installing a new pump.

My great appreciation and thanks to the VAC maintenance crew who continue to make the effort to keep the "Tico Belle" flying as a tribute to all the WWII veterans.

Robert E. James
Maintenance 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 2013

FULL THREE YEAR TERMS 2013-2016

- Executive Director—Incumbent—Bud Evans
- Operations Director—Incumbent—Bob Boswell
- Facilities Director—Incumbent—Norm Lindsay

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 2013. 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 2013 of the Un-Scramble.

NEW & RENEWAL COLONELS

31 MARCH to 13 JUNE 2013

NEW MEMBERS

Ally, Shaun J. (C-47 Comp.)
Arransale, Troy (C-47 Comp.)
Babral, Franklin R. (C-47 Comp.)
Bairstow, Doug / Bairstow, Ellen (Comp.)
Barrera, Ralph
Bissessar, David A. (C-47 Comp.)
Boutillier, Mary B. (Comp.)
Burke, Christopher E. / Burke, Lisa M. (C-47 Comp.)
Caldwell, Thomas (C-47 Comp.)
Chan, Tian H. / Chan, Jessica (C-47 Comp.)
Conover, Don / Conover, Ann (Comp.)
Copelan, John J. (C-47 Comp.)
Dankworth, Douglas E. / Dankworth, Jacquelyn K. (C-47 Comp.)
Dear, Glen F. (C-47 Comp.)

DeFelippo, Sandra J. / Davis, Timothy (C-47 Comp.)
Earnest, Francis R. "Frank" (C-47 Comp.)
Friese, Jonathan P. (C-47 Comp.)
Frost, Donald T. (C-47 Comp.)
Hallowood, Belinda (C-47 Comp.)
Harris, David (C-47 Comp.)
Hoerner, Elaine Z. (C-47 Comp.)
LeCount, Robert M. / LeCount, Sheila A. (C-47 Comp.)
McCully, James T. "Jim" (C-47 Comp.)
McGhee, Kenneth B. (C-47 Comp.)
McGhee, Michael D. (C-47 Comp.)
Milner, Sam (C-47 Comp.)
Monroe, Rachel M. (C-47 Comp.)
Peake, Joe / Cholakoff, Tammy
Sanchez, Reland M. (C-47 Comp.)
Shurtz, Alan H. / Shurtz, Susan J.
Stubbs, Russell C. (C-47 Comp.)
Tabera, John / Tabera, Lupe
Walmsley, Derek W. (C-47 Comp.)
Workman, Rich (C-47 Comp.)
Yoerger, Jonathan / Yoerger, Whitney (C-47 Comp.)

NEW LIFETIME MEMBERS

Craig, John W. / Craig, Carol M.

RENEWALS

Acosta, M.D., Alessandro L
Badger, Lester A..
Beilfuss, Lawrence C.
Bond, James F.
Cianci, Jr., James J.
Doty, William C. "Bill"
Dyer, Susan K. / Hudson, Philip L.
Garley, Daniel P. / Britt, Bobbi
Greist, David / Greist, Rose
Hart, Richard A. / Hart, Casilda A. "Silda"
Inge, Skip
Libengood, Robert T.
Montes, Al / Cmar, Debra A. "Debbie"
Neighbours, Terry L. / Neighbours, Denise
Olsen, Christopher P. / Olsen, Carlee
Parsons, Stanton V. / Devaney, Julie J.
Templeton Calvin H. "Cal" / Templeton, Bonnie
Vitale, James S.

GET WELL WISHES

Bob Bixby is making great progress and continues to improve from his respiratory infection when Norm Lindsay last spoke with him.

Lester Badger continues to improve and appreciates all his well wishes and cards.

Marilyn Bettencourt continues to improve. She and Phil are renovating their home in Rhode Island.

MEMBERS & FRIENDS GONE WEST

Lawrence L. Elmore passed to his Father's home 26 May 2013. Larry was a pilot with our Formation and Safety Team (F.A.S.T.) and flew in our air shows and many fly-overs. He also was a skydiver with over 6800 jumps. On his 70th birthday he made 72 jumps. He also mentored younger jumpers. On his second or third jump that day his parachute failed to open as did his reserve parachute. He is greatly missed by all who knew and worked with him.

Steve McQueen passed to his Father's home 27 May 2013, Memorial Day. He was a member of the VAC for 15 years. He recovered the right aileron on our TICO BELLE. Steve was a pilot from 1946 to present. He was an A & P and IA aircraft mechanic for most of his life. He resided in Oviedo and was a member of the First Baptist Church in Oviedo. His son, Al McQueen is a member of the VAC and works on our C-47, L-13 and TBM aircraft. Steve is surely missed by all who knew and loved him.

George Menize passed to his Father's home 01 June 2013. He was a past member of the VAC and worked with aircraft restoration. He is missed by all who knew him.

Gerald L. Walbrun passed to his Father's home on 08 May 2013. He was a member of the VAC since 1986. He was Vice-President of the Experimental Aircraft Association (EAA) in Oshkosh. He retired and moved to Florida in 1995. He loved flying and restoring aircraft. Jerry flew in many air shows with the "6 of Diamonds" and T-6 formation groups. He was also a past member of our F.A.S.T. Formation and Safety Team. He is truly missed by all who knew and loved him.

Jim Owens,
Personnel Director

PUBLIC RELATIONS OFFICER'S REPORT

At the risk of sounding like the guy who bought one of Bob Hoover's old airplanes to "show his friends what it could really do", let me tell you how proud I am to be taking over the VAC Public Relations desk. I am the first to acknowledge the great job that Terry Yon did for us, and thank him for leaving this program in such great shape. Another benefit of the job is interacting more with our tour guides and with our Historian Erik Kramer. Fun to revisit my roots! (and yes, I still have my tour guide's blue vest for when the occasion arises,)

We haven't taken much of a break since the very successful 2013 AirShow. After-the-show publicity for that event was very positive. We hope to maintain that high level of interest for coming years.

Our "next big thing" was the Volunteer Appreciation Luncheon 20 April which Bob Boswell emcee'd. We had a large turnout, and offered a lot of hearty thanks to those whose efforts made our Airshow and other programs' success possible - that "Thanks!" is echoed here and now.

Our Memorial Day activities were another big success. Our Open House drew some 2000 Florida residents and military personnel. We had terrific flying weather, and our pilot members and friends responded with a steady stream of formation flyby's and "showy" pattern work. With the sequester stand-down of military support for civil aviation functions, we see many more private groups such as Retro, Gaggle and Snake flights, all from Spruce Creek, answering requests to overfly civic events. We are proud to be part of planning many of these events and add our thanks to those of their sponsors.

Our fly-in breakfasts continue to draw enthusiastic crowds. The second Saturday morning of each month, we are serving a great breakfast at a reasonable price, and

getting “up close and personal” with a great group of our flying buddy’s. Mark your calendars and join us!

Finally, another “Thank You” to Terry, and best wishes for him and for Janet as they catch up with delayed vacations and family visits. Clear skies and tailwinds, my friend.

Ron Davis,
Public Relations Director

FACILITIES OFFICER’S REPORT

The restoration of the T-33/TV2 has been completed in a red/white/blue paint motif. Next up for restoration is the F-4 which is in work now.

A contract for a redesigned billboard at the entrance of the VAC has been approved and should be completed by the third week in June. The new billboard will have a 3D effect and will be much more of an eye catcher than our present sign.

Norm Lindsay,
Facilities Director

PROCUREMENT OFFICER’S REPORT

Paper Work...

The technology world was supposed to eliminate paper work. At this moment in June it is failing for these museum items:

- USM Loan Agreement (F-8U) and inventory (15 pages).
- Florida Federal Surplus Bureau (F-101, F-105 & OV10).
- Smithsonian Air and Space Museums Surplus Items list (38 pages) available to museums.
- Florida Bureau of Assistance - Inventory List of 90 search categories available to museums.
- Florida Bureau of Assistance - Eligibility forms (9 pages).

Airplanes...

F-16A display - The U.S.A.F. Museum advises the delivery of the loaned aircraft will be further delayed by lack of funding to de-mil the airplane. The cutting of federal funds or

sequester to the U.S.A.F. is the problem. This same problem is causing smaller military museums to release some of their aircraft. We are requesting loan of some of these aircraft.

Display Aircraft - To enhance the display of our aircraft we are procuring revised parts such as engine afterburner nozzles, new tires and guns, rockets, bombs or fuel tip tanks for attaching to the wings.

Canberra Airplane - Efforts to disarm and/or remove the ejection seat has been safely completed thanks to Kurt Whitman and Larry Champion. The aircraft now moves into the restoration for display cycles.

Donations...

Donation of airplane models, aviation books and a few uniforms continues. We also obtained a partially autographed print of a number of Tuskegee Airmen standing by their airplanes; it included a picture of Hiram Mann. During the Memorial Day Week-end we were able to surprise Hiram by having him autograph his position on the print. It is one of a kind print.

Bob Frazier,
Procurement Director

CURATOR’S CORNER

When visiting the Memorabilia room, please take note of our new F-80 model positioned in the Korean War display case. This model replicates the F-80 flown by Bud Evans in Japan. The aircraft identification numbers on the fuselage of this model match those on Bud’s F-80. When viewing this model, you may notice something unusual about it. Could this be an optical illusion?

Paul Lincoln, a VAC member who volunteers his time to Restoration Hangar activities, brought an error to my attention recently. There was a mannequin on display in the Vietnam Memorabilia area wearing a Sailor’s uniform with an incorrect patch on the left sleeve. This patch had nothing to do with Navy aviation. I was able to furnish him a spare jumper from the Memorabilia store room for alteration. Paul had the new patch

sown in place and the jumper dry cleaned at his cost. The Sailor is now wearing the correct uniform.

Don Leathers

FROM THE GIRLS IN THE GIFT SHOP

Hello,

Well, summer has arrived early and with a bang. It is time for picnics, vacations and family fun.

A great way to entertain family and visiting guests is to bring them to the museum for a couple of hours. Let them check out our gift shop, where there is always something going on and of course our "Sale rack & table". You can always find Christmas, Birthday and just because gifts, not to mention something for yourself.

So, have a great summer; stay cool and safe.

Pam and Anita.



WAR STORIES & WAR MEMORIES

The Un-Scramble will publish War Stories and War Memories from VAC members when and if there is space available. We reserve the right to reject any submissions for any reason. The Editor.

AVIATING WITH EVANS

N. C. "Bud" Evans

Part II "Unstable Aircraft.

In my previous story I described my first flight in the F-101B (Voo-Doo- II). My job was to fly the aircraft through-out the design capabilities and see that it met the operational military specification. I had a Flight Test Engineer in the rear cockpit on most flights that operated the special instrumentation recording my control inputs and resulting reactions of the aircraft. One of the real concerns was the stall characteristics which would not pass the requirement that the aircraft pitch nose downward when reaching the stall. It was especially important that the aircraft be prevented from being flown into a full stall. I

knew that the "A" model had gone into a flat spin which was unrecoverable. Fortunately Bill Ross the MacDonnell test pilot ejected successfully.



The MacDonnell flight test engineers designed a system which gave the pilot a warning prior to reaching a stall and a "Kicker" which took control of the aircraft away from the pilot. It somewhat limited the complete maneuverability of the aircraft however the aircraft's primary role was to deliver a nuclear bomb. The "B" model was suspected to have a similar problem so the spin test aircraft had been equipped with an anti-spin chute. Don Stuck was the company test pilot who was flying the test and when he entered a flat spin he could not recover. He deployed the anti-spin chute but the sharp edge of the chute's container cut the shroud line causing the chute to depart from its attached point on the aircraft. Don decided to eject at 15,000 feet but because of a problem with the ejection system the canopy would not fire. At only seconds before the aircraft impacted the desert the seat suddenly ejected through the canopy. Because of this accident the company built a very conservative system that initiated the "Kicker" well before the stall and the Air Force determined that it also limited the capabilities of the aircraft a more acceptable operational limit. MacDonnell refused to change the limits so suddenly it became my job (and my flight test engineer) to define the kicker activation boundary which would provide a slightly higher "g" capability. I had been on the Accident Investigating Board

on Dons' accident so I was equipped with full knowledge of the unrecoverable spin characteristics. I did not much relish what I knew was required of me but it was my job so I approached it very systematically and professionally (Of course I had little choice). I mentioned in my earlier article that the F-104 had the same "pitch-up" problem at the stall but after going into a flat spin, Jake Holloman, the Lockheed test pilot was able to get the aircraft out of the spins. With the proven inability of the "Voo-Doo II" to survive the "pitch-up" stall my flight test engineer and I set test profiles that would allow us to proceed beyond the previously set stall warning limit before the "Kicker" was activated. It was probably some of the most mentally demanding flying I have ever done. Prior to powered control systems "Seat-of-the-pants" flying was much easier when it came to the job of finding the razors edge between an approach to a stall and catching it just as the stick control forces lightened and began to reverse, signifying the unstable stall. With the powered controls such as in the "Voo-Doo II" the feedback of forces is not available to the pilot. While performing the initial stall approach I allowed the Flight Test Engineer to remain in the rear cockpit recording the data. When I had to fly the aircraft into high performance maneuvers, which gave very little warning before the "pitch-up" occurred, I felt that we didn't need to risk both of us and I was the only one essential to those test flights. The flying was performed strictly by seat of the pants feel meaning I had to ignore any feel from the control stick and fly the large aircraft and force the stick forward at the time all of my senses felt that the aircraft was about to pitch-up out of control. I could easily see why the manufacturer had a very conservative boundary as it took many test points in order to narrow the control shaker and kicker points. My program required that I repeat maneuvers with the armament door in the standard position with the falcon missiles exposed and then repeat the same data points with the Nuclear MB-1 missiles in the ready position. The data points also had to be

repeated with two 450 gallon external drop tanks at 10,000, 25,000 and 35,000 feet. On only one of the numerous stall approaches that I made did I (almost) lose control of the aircraft. The aircraft was loaded with two 450 gallon drop tanks and I was pulling the aircraft into an accelerated stall to measure the angle of attack and "g" load at which the stick reversal occurred. I guess I had done enough of these maneuvers building up to the maximum rate of pulling into the stall approach and felt a false confidence that I was caught by surprise when the "pitch-up" occurred. As I explained; there was no true feel of the loading forces on the control surfaces and the pilot only felt the hydraulic boosted artificial feel of the powered control system. I had been walking this narrow line between pre-stall and pitch-up so many times but this time the aircraft was heavy, at high altitude (25,000 feet) and I was rolling while pulling positive "g" forces. I am not sure what I did to fly the aircraft into the pitch-up condition but my total concentration was to get the aircraft back in control before the stall turned into a flat spin. This was the one test point that was critical to our defining the point at which the stabilator and control stick took control away from the pilot and kicked the nose of the aircraft downward. I can only assume that the rudder still had some air flow attached so while frantically attempting to control the aircraft I most have had some response from rudder forces to push the nose downward so as to attach airflow to the stabilator and allow me to retain a flying attitude.

I was busily flying as many as three test flights on the F-101B in one day. In addition being assigned to "Pilot Heaven in Earth" I also was flying support flights in the F-104A, F-100D, TF-86F, T-33 and my other assigned tests on the F-105B and L-28 between the F-101 flights. I was really happy to be flying again and flew as many as 12 flights in a week. In fact my schedule was so energetic that the Flight Test Engineering had to periodically stop my flying the F-101B until they could catch up on reducing and analyzing the data. During the months of

flying these 58 flight tests for the Stability and Control test I was unable to reach the maximum super-sonic design speeds as our engines were not the more powerful J-57's that were going to be installed on the production model. The performance aircraft did not have the same instrumentation as the Stability test aircraft but our combined data was valid for most of the operational speeds of the aircraft. The F-101B became a very good interceptor however I never flew it again once my test program ended. The only incident occurred to me during the test program was the heavy weight landing where the wheel caught fire and my Flight Test Engineer leaped out of the rear cockpit with his parachute strapped to his back and sprained both ankles and never flew in the F-101B again.

Aside from the wheel fire requiring the change in Flight test engineer, (An earlier "Aviating with Evans" story), the program was a very productive and almost uneventful, although demanding one from my perspective. The Director of Test Operations and Director of Flight Test

Engineering had a conflict as to whose name appears first on the cover of the test report. Very few Fighter Aircraft carried a flight test engineer on the tests therefore the test pilot

name always appeared above that of the test engineer.

It made no difference to me and when I expressed my willingness to let the engineers name be placed before mine and that's the way it appeared.

When you stand next to the F-101B on display in our museum it will give you some idea as to how much larger it is than the earlier jet fighters such as the F-86, F-9f, F-104 and T-33/F-80/

N. C. "Bud" Evans ©

Operation - Long Legs

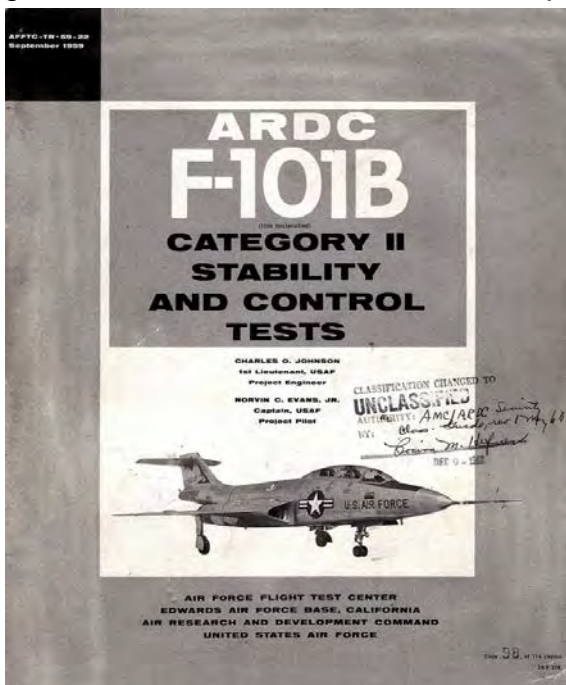
Major Joseph H. Reus, USAF (ret)

The First Long Range Flight of the B-52 Aircraft, 16 November 1957. Six B-52D aircraft left Homestead AFB, Florida, headed for the coast of Venezuela and a refueling with six KC-135 tanker aircraft in the first such formation assembly attempted. All planes were refueled as planned with 125,000 pounds (Or 21,552 gallons) of JP-4.



The designated five aircraft proceeded on course across Venezuela and flew south toward the Andes Mountains, while the spare aircraft returned to the departure airbase at Homestead, Florida.

The lead aircraft, flown by Captain Walter Fillenworth and directed by Captain Joseph H Reus, lead navigator, also carried Brigadier General Robert Wells, the air division commander and mission commander. The five aircraft, in a wide formation swept down the east side of the Andes, where I spotted Cochabamba, in the mountains of Bolivia. We crossed the



upper Amazon area of western Brazil, near Porto Velho on the Rio Madeira, (where in 1948 I worked on a search mission with Air Rescue), to a turning point directed toward Buenos Aires, Argentina. Before arrival the aircraft descended to five hundred feet above the terrain and formed into a "broad arrow" formation.

When the city was sighted the aircraft flew down its west side, made a wide left turn to circle the south side, then headed northward on the east side. In doing so we flew over five nearby airfields, as planned, to help celebrate the fiftieth anniversary of Argentinean aviation. At three hundred feet flight elevation the populace could experience the full roar of our forty engines, J-57's, the biggest jet engine then built. Ours were built by Ford.

As the Radar Navigator, using the optical bombing periscope, which looked down beneath the plane, set at 4-Power, I could see the staring faces of all the people in the top rows of a soccer stadium we flew directly over. I hope they enjoyed it as much as we did. We probably also momentarily, and shockingly, interrupted the game in progress.



After our lengthy "fly-by" our next stop after climbing back to 15,000 feet was across the River Platte, leaving Argentina and entering Uruguay, and to our waiting KC-97 prop tankers.

They could only give us each 60,000 pounds of fuel, about 10,345 gallons, but that would get us back to our next refueling with similar KC-97 tankers at Avon Park, in south central Florida.

Northward again we climbed quickly back to normal cruising altitude, because we burn

much more fuel at those lower altitudes. Brazil is a very big country, as you know, far bigger than the U.S., and our next "gas stations" were still many miles away.

After all the many miles of both jungles and savannahs (open plains) we finally crossed the Amazon River again, this time near Manaus, Brazil's old "rubber capital," that fell into hard times after synthetic rubber was perfected. Next came Caracas in Venezuela, Eastern Cuba, the long stretches of Bahamas Islands and reefs that are a well-known neighborhood to me, and finally Miami. Then we began letting down again to 15,000 feet for our faithful tankers waiting at Avon Park. The "slow dance" with our tankers was finally completed and we were again up with the angels on the last leg to the cold country when we were told by radio that heavy snow was falling at our home base, Loring Air Force Base, Limestone, Maine, and that landing there was very doubtful. Although we continued on in hopes of getting home, we eventually had to stop short at Plattsburg AFB, New York, on Lake Champlain, to spend the night. After the 10,600 miles we'd flown during the twenty-three hours since we had left Homestead Air Force Base we were ready for a fast meal and a soft bed.

This was the pioneering first long flight that paved the way for the eventual flight around the World by 3 B-52 aircraft somewhat later. The leader of that flight was the pilot with which I'd flown my B-29 combat tour over North Korea in 1951-52. The tail gunner in that aircraft had been our crew's flight engineer back then.

This flight also served notice and called attention to the Russian military and political leaders that there now was nowhere in Europe or Asia we could not reach quickly in wartime with the B-52 aircraft.

All of the aviators of this historical flight were awarded the United States Air Force Commendation Medal.

Major Joseph H. Reus, USAF (ret)

A NOTE FROM ANN JAMES

Well, VAC has just experienced another first! On May 18th, we had our first "in flight" wedding ceremony in the Tico Belle!

During our regular passenger flight Whitney Dail and Jonathan Yoerger exchanged their vows while flying around the Space Center. The brides' grandfather, Russell Stubbs, officiated at the service and their cousin, Sam Milner was along as the photographer.



Phyllis Lilienthal, our VAC staff photographer, was also along to record our first "official" wedding in the air and also created a beautiful video of photos for the bride and groom all set to music.

A special "Thank you" to our flight attendant, "Karen Sylvester" who volunteers

in uniform for these special occasions and also helped coordinate the in-flight ceremony.



Our volunteer ladies surprised the wedding party with champagne and wedding cake to celebrate this joyous occasion! We were all honored that they would choose the Valiant Air Command to share this wonderful event. Best Wishes to you!!

On April 20th, several of us members experienced a first of our own. Jim & Genie Owens, both active flight crew members in the C-47, "Tico Belle" had the honor of flying with their daughter, Lisa and granddaughters Rachel and Jenna Burke as passengers.

Three generations of "Tico Belle" family. Jim is the flight engineer and Genie has been a flight attendant since our passenger flights began. Both log many hours of volunteer time both in the aircraft and on the ground.

Along for the ride also was Bob & Ann James, also active flight crew honoring their daughter, Jessica and grandson Tristan Chan with a flight as well. Tristan had the honor of his first flight and, of course, it had to be in the "Tico Belle" with Grandpa! Many of you will remember Jessica who grew up with Brother Jeff flying to air shows in the C-47.

What a wonderful experience to see three generations fly "twice" and to be a part of something so special, for so many

years, that has come about because of the "Tico Belle."



Thank you to all the **great team** that keeps her safely in the air!

Our Memorial Day event at the Museum was a great success! Our Volunteer Ladies out-did themselves with their busy work schedule at the hot dog cart, in addition to making all sorts of delicious munchies to sell during the event. We all had the honor of meeting and greeting so many of our veterans as they stopped by for a visit.

On June 20th we will honor another group of Honor Flight participants and some that will fly to Washington soon. They will be given tours by our special tour guides and then share lunch after their tour is complete. Again, what an honor to meet and greet so many WWII veterans who have done so much for this country.

We thank them and all of you who help support the Museum. Your support enables us to do so many of these special events to honor our military.

As always - **THANK YOU** to the greatest team of ladies ever! You are an amazing group of very special women with loads of energy and talent! The VAC Board of Directors honored them recently with an appreciation luncheon on April 23 at Paul's Steak House. See their photo on the cover.

Ann James
Events Coordinator

LATE BREAKING NEWS

Larry Champion captured this great photo of the wings being installed on the Canberra. Next step is to install the engines. What a wonderful bunch of volunteers we have.



More good news...

Graphics designed by Phyllis Lilienthal, VAC Graphics Designer, was chosen to be on the cover of the Yellowbook.

This same graphic design will be the cover of the 2014 AirShow Program.

To stop delivery of this directory visit www.yellowpagesoptout.com.

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2013 2014

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JULY, AUGUST & SEPTEMBER 2013 UN-SCRAMBLE

Highlights From Memorial Day Open House - May 25,26 & 27th



Tuskegee Pilot, Hiram Mann poses with the picture he just autographed. Tour Guide Paul Taylor assisting



Oh no! The Red Baron (Tim Plunket) is going to shoot down Snoopy in the Sopwith Camel.



Some of the many aerial demonstrations by VAC members

The "Hot Dog People" leave their post to pose for a photo and leave Lloyd in charge.

Anybody want a hot dawg?



Jungle Jim & friend from Jungle Adventures Nature Animal Park
26205 East Colonial Drive
(State Road 50), Christmas, Florida
32709



Radio Beach 98.5 and the famous spinning wheel



Greg & Christine Zahornacky provided us with music Saturday & Sunday... Thank you !!!



V.A.C. guest and future pilot, takes our pedal P-51 for a low pass in the main hangar.

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\$8.00

VAC Warbird Ramp Fly-in Breakfast

"PILOTS, PASSENGERS AND DRIVE INS ARE WELCOME"

2nd Saturday each Month
8:00am to 11am

CATERED BY CHEF LARRY

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



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