



UN-SCRAMBLE



OFFICIAL NEWSLETTER OF THE VALIANT AIR COMMAND, INC.

6600 Tico Road, Titusville, FL 32780 • (321) 268-1941 • www.vacwarbirds.net

1st Quarter Review

January, February, March

2015



1-10-15 A very rare and special 1939 Waco flew in for the Fly-in Breakfast. Only eight were built and all those who attended the Fly-in got to see this beautifully restored aircraft



2-6-15 Lorraine Juhl and Pattie Champion take care of the VAC PR table at the Brevard Zoo.

2-19-15 Volunteer performs routine maintenance on F-86 #1

2-19-15 Restoration of F-86 #2 is progressing on schedule.



2-19-15 Our F-105 is ready to be primed - Canopy waiting to be polished - Instrument panel all cleaned up



3-4-15 Lorraine Juhl and Pattie Champion are once again the VAC Goodwill Ambassadors at the Senior Exposition

3-7-15 AirShow Volunteer Meeting was well attended. All who attended learned about the new procedures and picked up their wrist bands. Pizza was served. Many questions followed the meeting.



Lady Liberty, Robotic Cadet Ken, even the Gecko came to the Air Show. Where were you?



The United States Air Force Thunderbird Demonstration Team wowed everyone!

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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

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MUSEUM AND GIFT SHOP

OPEN 7 DAYS A WEEK - 9AM TO 5PM

Closed Thanksgiving, Christmas and New Year's Day

Adults \$20.00 - Senior or Military \$18.00

Children 5 to 12 years old \$5.00

Children under 5 years old - No admission charge

Special Tour and Family Rates Available

The  UN-SCRAMBLE Team

Ron Davis - Phyllis Lilienthal - Genie Owens

1st Quarter - Jan, Feb & Mar

Submission deadline - Mar 27th NL Published - April 1st

2nd Quarter - April, May & June

Submission deadline - June 25th NL Published - June 30th

3rd Quarter - July, Aug & Sept

Submission deadline - Sept 25th NL Published - Sept 30th

4th Quarter - Oct, Nov & Dec

Submission deadline - Dec 24th NL Published - Dec 31st

Please note: Items submitted after the submission deadline will not be published or will be published the next month if applicable.

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

This Newsletter is only available electronically; just call (321) 268-1941, give us your email address and we will do the rest.

We have a brand new website at www.VACwarbirds.net Check it out!

Future Events - 2nd Quarter - 2015

(Dates are subject to change or cancellation - Please confirm all dates before attending)

3 April-----Good Friday
 4 April-----Passover Begins
 5 April-----Easter
 11 Apr-----Fly-In/Drive-In/Walk-In Breakfast/C-47 Rides
 21 Apr-----Board of Director's Meeting
 9 May-----Fly-In/Drive-In/Walk-In Breakfast/C-47 Rides
 10 May-----Mother's Day
 19 May-----Board of Director's Meeting
 23 & 24 May-----VAC Warbird Museum Open House
 25 May -----Memorial Day
 13 June----- Fly-In/Drive-In/Walk-In Breakfast/C-47 Rides
 14 June-----Flag Day
 16 June----- Board of Director's Meeting
 21 June-----Father's Day

COMMANDER'S REPORT

Well, the big news is of course our very successful 2015 Tico Warbird AirShow. The list of "Thank You's" would fill several pages, so let me put them in several categories. First, our generous donors, whose support made it possible to undertake a project of this size and complexity. Second, to our Board of Directors, whose support in planning the show and executing that plan made the event run very smoothly. Our volunteers,

nearly 300 strong and many in new or unfamiliar roles, did a fantastic job! And to all our members, vendors and faithful local community and Airport Authority supporters – well done! I'll break my own rule and single out Bill Hoffart for keeping the food and beverages stocked, fresh and safe at every venue, and Marilyn Bettencourt, Louise Bixby, Lynn Foraker and Judi Davis for their thoughtful planning and management of our chalet operations. And of course, Genie Owens, who brought her unique blend of good cheer and organization skills as the guardian angel of the pilots' tent.

The performers, under the thoughtful and always entertaining direction of AirBoss Ralph Royce, were wonderful. Of course, we want to recognize the **US Air Force Thunderbirds**, whose performance in the air and whose actions on the ground made us all proud. Our many other friends from the Airshow performer community brought their usual blend of good humor, warm camaraderie and serious professionalism.

I'm sure we'll find room for improvement, as we do our post-AirShow analysis. But there is much to be pleased about at the Valiant Air Command today, and to each and every one of you, our thanks for making it a very successful event!

Lloyd Morris,
Commander

EXECUTIVE OFFICER'S REPORT

Good news is the 38th Annual Warbird AirShow is behind us. Better news is the show enjoyed good weather and a great crowd all three days. A near capacity audience on Saturday helped provide the funding we need to continue to expand the Warbird Aircraft Collection. In spite of issues with possible performer cancellations that continued right into AirShow week, we successfully flew a

great mix of prop and jet warbirds highlighted by the USAF Thunderbirds Demonstration Team. Our flight line was loaded with static displays and multiple infield attractions including airplane and helicopter rides. New for this show was a VAC Members Hospitality Tent that provided food, drink and shade as well as a chair on the AirShow line. Entry was free when you presented your membership card. This was a huge success and will be continued next year. Another great hit, new for this year, was the YMCA's Kids Zone. We will continue to work towards improving the event and making it a better attraction each year. Media Day on Thursday started off slow then kicked into high gear with media representatives and VIPs talking with our staff and the show performers. Many of the media folks enjoyed flights in AirShow aircraft and by noon TV and radio coverage of our upcoming event was being broadcast. Kevin and Karen Quinlan capped the day with another outstanding Dirty Flight Suit BBQ in our main hangar. There was also a large turnout for the Friday Night VAC Members Dinner. Outstanding entertainment and true 1940s big band music was provided by the Swingtime Lite band from Melbourne. A special thank you to the amazing team of volunteers who did so much to make this show possible!!!

We will continue with the Fly-In Breakfast at the Warbird Museum on the second Saturday of each month. The posted hours are 8-11:00 am; however, experience has shown us that most visitors are finished by 10:00. Come in early to ensure that all the menu selections are available. The next fly-in is set for Saturday April 11th. Members who wish to drive in for the breakfast are welcome.

Our next C-47 revenue flight is also scheduled on Saturday April 11th at 11:00 am. As long as there is a demand we will continue to fly the C-47 at 11:00 am following the fly-in breakfast on the second Saturday of each month. Reservations can be made in advance by calling the Museum Gift Shop at (321) 268-1941.

Our next major event is the Valliant Air Command's Memorial Day Weekend Open House on Saturday and Sunday, May 23rd and 24th. This annual event provides the VAC an opportunity to showcase our Warbird Museum and to thank the local residents for their community support. We will have many different displays to see (planes, trains and cars) and good food. This event will be free to all Military, active and retired, and to all Florida Residents with ID. Bring a family member or friend and enjoy your museum. As always we need volunteers to support this event so sign-up early.

Bob Boswell,
Executive Director

FACILITIES OFFICER'S REPORT

Some hanging issues have been resolved and other items have been addressed: Our hangar fire suppression systems have been modified to satisfy current Fire Codes. A new glass door has been installed in the main hangar replacing a solid exit door allowing more light. We now have two (2) operating forklifts; the team was able to tune up and replace the brakes and brake cylinders on our vintage Caterpillar lift.

Ongoing fixes to our workhorse tug fleet continue to be made keeping them operational. Parts are becoming hard to find and costly. Lighting and electrical problems in the Vietnam hangar have been corrected.

The facilities Air Show Team had their hands full pre and post show. Issues that arose were handled real time and with all hands participating and cooperating to get the job done. Phil Bettencourt, Bob (Ramrod) Bixby, Jim Brinkerhoff, Dennis Colangelo, John Chroniger, Chuck Dilts, Richard Ellison, Serge English, Tom (Voice of Reason) Etter, Morris Felt, Robert Philippi, Gene Correll, George Graefe, Tyler Grant, Charles Hammer, Bruce Marshall, Larry Mathis, Joel (Safety Guru) McGinely, Harry McNamara, Bob Munsey, Terry Nies, Dennis Pearson, Pete (Tarp Master) Petersen, Ken Peterson, Tom Phillips and Jim Towe. Appreciation and thanks to all the above, forgive me if I advertently did not include your name.

On the day after the air show the Airport Authority notified us that they want a sizeable oil spill cleaned up. Joel McGinely ready to go home to celebrate his birthday volunteered to clean up the spill. A few hours later Joel, exhausted came back to the VAC to report that the job was done; above and beyond the call of duty. Happy Birthday Joel.

Norm Daniels,
Facilities Director

FINANCE OFFICER'S REPORT

Dearest Membership,

Thank you for letting me be a part of another great AirShow!!

For those who don't know, my main responsibility at the show is overseeing all the revenue, including the ticket sales at the gate. And I couldn't manage the gates without my very special team and I would like to take a moment to thank all of them.

First, I would like to thank my ticket sellers, the USAF 920th Rescue Wing. It is my second year working with this group and they are amazing!

Their work ethic and upbeat attitudes are unparalleled. Special thanks to MSGT Tracy Winton; we hope to see you next year.

Second, I would like to thank my ticket counters, Scott & Roberta Drummond, Ward Digney and Joan Nies. These folks worked in my hotbox trailers and were so focused on their duties they didn't get to view much of the show but they never complained. I would be honored to work with you guys again next year.

Finally, a big thank you to two of my favorite fellas. Joe Cross and David Rees, you gentlemen were never more than a radio call away and met my every need with haste.

All in all it was a great show and I can't wait to start planning for next year!

Hugs & Kisses,

Shan Rubin

Finance Officer

MAINTENANCE OFFICER'S REPORT

Rather than follow the same format each quarter in my maintenance report I would like to try something a little different. As Maintenance Officer I am tasked with overseeing the maintenance of the Valiant Air Command's flyable aircraft. Until recently there was only one, our flagship the C-47 "Tico Belle". We now have three flyable aircraft and soon will add the fourth. So I will concentrate at each writing in more detail on one aircraft at a time. However I will give status on all.

F-86 #1

You may have noticed that we refer two F-86s frequently. In fact there are two, the one we all know has been in our main display hangar for some time. This plane belongs to one of our long-term members; we refer to it as number 1 (#1). There is a second F-86 that

belongs to Doug Matthews and is currently being restored from the ground up; we refer to it as number 2 (#2).

Number 1 is well known and has performed in air shows all over for a long time. A few years ago it stopped flying because it was due for a major inspection that would cost several thousand dollars. The inspection required that the aircraft be split in half, the engine removed and inspected so the plane sat for a couple of years. One of the Museum's major supporters and lifetime members, Doug Matthews, stepped up to the plate and offered to join with the Museum in an effort to inspect Number 1 and return it to flight. Within a few weeks #1 was moved to the maintenance hangar and the engine was removed. When the engine was inspected, the condition was much worse than expected. Besides issues with the engine there were other problems as well. Over the next several months Mr. Matthews stepped up to the plate several times, including loaning one of his engines while the original was sent off to the engine shop for repair. In addition the plane's start battery system was completely redesigned and replaced. All fuel tank sensors were replaced and defective instruments were replaced. Also a low fuel quantity indicator was added as well as a Shadin fuel management system. These are only a few on a long list of improvements added.

F-86 #1 is flying again and has already made appearances in airshows starting with the Stuart Airshow last November and recently our Airshow this month. There are already several requests for appearances.

Tico Belle

Our flagship the C-47 "Tico Belle" has a dedicated crew of volunteers that are continuously attending to her needs and

well-being. We are all very proud to have the opportunity to support a distinguished WWII veteran as the "Belle". Recently while we were at Dunnellon, dropping static-line paratroops we discovered an oil leak that turned out to be a cracked push-rod tube seal and it was quickly replaced. Presently the "Belle" is undergoing her 25-hour check and everything looks good.

TBM

Our TBM-3 is finally after several years ready to fly. We are currently working with the FAA to finalize the necessary documents to return the plane to flight status. Our AP/IA is going over the logbooks crossing the "Ts" and dotting the "Is". Maybe in a couple of weeks we will be ready for the first flight. To be sure, everyone will know when we are ready.

A4C Skyhawk

Another of our Museum's assets is the "A4C Skyhawk". This is also another distinguished war veteran. The most recent maintenance was the replacement of the trim control assembly. The Skyhawk is another of our fine aircraft that has continuous request for appearances.

Jim Owens
Maintenance Director

OPERATION OFFICER'S REPORT

We've all had to step it up a notch this quarter, with a lot of activity culminating in our successful AirShow in mid-March. While I'll leave the debriefing to the AirShow Director, our own 'Boz' Boswell, I do want to add my thanks and congratulations to the many volunteers who stepped in and helped make this such a success. Without your hard work, this would not be possible. While there is always stress involved when doing something of this magnitude, you made

this happen in a fun and safe manner, and filled it with adventure and excitement for our local community. As you walk around the museum, or run into your shipmates in other venues, please take the time to pat them on the back.

Our flagship, Tico Belle, has been very active with qualifying some additional crew, and providing great experience for our entire group. Our maintenance team did a terrific job getting her back into flying condition after an engine change, so our first event was a trip to Palatka in late January. We got some needed visibility for the museum, and our newest Pilot-in-Command, Robert Varney was interviewed for the local paper, so now Capt. Varney owes his crew beers for the season. We also had a very successful mission with the National Parachute Test Center (NPTC) team over in Dunnellon in mid-Feb; with over a dozen jump missions in 3 days. It was a trial by fire for our Flight Mechanic, Charlie Hammer, and he came through with flying colors. It was a learning event for all of us, and we're developing some quality standards for operating in these up-tempo exercises. This was all part of a team effort, and I want these guys to get a little special recognition for their hard work. Tico Belle continued her solid performance, being featured in our AirShow, with 2 parachute hops each day of the show, as well as a revenue hop after the show on Saturday. By stepping up our C-47 ops, we've helped build some new opportunities. Having reestablished our connection with the Phantom Airborne Brigade, we will be doing a one-day jump exercise with them in Zephyrhills on 02 May. There is also another NPTC event in the planning stages over the 06 June weekend, D-Day weekend, which is a fitting opportunity for our own piece of history, Tico Belle. As Boz mentioned,

we've also started giving revenue rides, with the next scheduled flight to coincide with our fly-in breakfast on 11 April. If the demand is there, and we have crew available, we can add additional flights. So please talk us up to your friends, neighbors, and coworkers. We need 6 passengers to justify a hop financially, so the more that people hear about us; the more likely we can make a hop happen.

We have also been getting great exposure from our jet team. Our A-4 has made several ventures out and about, giving our newest pilot member, Scott Roth, a chance to build up his currency, and support our go-to guy, Dave Dollarhide. Scott brings great experience to our team, having been a Navy A-4 instructor before joining the fleet, and then finally moving on to the airline business. We are still working on a possible deal for the A-4 to do some flyovers for Sun 'n Fun. The F-86 has been getting its appearances in as well. As I'm writing this briefing, the F-86 (flown by our own Doug Mathews) will be covering an AirShow up in Tuscaloosa, AL, and will also be at Sun 'n Fun. If you were able to look up from your work at the AirShow, you would have seen them both working the AirShow box like magicians, although it seemed like you didn't have to look very high up to spot the A-4. Nice show, 'Hide'. Those other jets had to paddle hard, to stay up with our scooter.

I hope you got to see our TBM operate during our show. It's taken years of hard work, but we're close to making it operational. The TBM team is working on an event to share it with the public, with more details to follow. Please pat these folks on the back; they've got her running sweet, and looking hot... Or is that the other way around? There's nothing like the sound of a big radial.

It was great seeing our members coming in for our AirShow, and I hope you got to enjoy them all. Members who wanted an opportunity to share their old warbirds as a group started our AirShow years ago, so the members' element of the show will remain an integral part in the future. Of course I'm a bit biased, but I hope you also appreciated the T-28's doing the "Missing Man Formation" as they played Taps during the show. We've all lost shipmates over the years, but this last year was tough for many, when Norm Lindsay went on his final journey. He was the second person I met at our museum. I always admired his hard work, his team spirit, and his wry sense of humor, which he used as an effective tool, drawing more out of us all. Of course, having also been a squid, he was quite willing to give me grief when it was needed. I really wish we had him here, to give us his great guidance and advice. You are sorely missed, Norm.

Thank you again, for all of your hard work and sacrifice. This is a member's museum. Without you, we don't exist, so please keep up the great work. But remember to be safe, so that you're here with us next year as well.

Karl Holly,
Operations Director

PUBLIC RELATIONS OFFICER'S REPORT

WOW! What a show!

I'm sure my fellow directors are covering all the important parts, but I want to point out a couple of personal high points. First, of course, the **Thunderbirds**. I had the privilege of serving as their Project Officer. What an impressive group of young people! I watched them fly two wonderful media flights, for Brevard Volunteer of the year **Susan Hammerling**, and Channel 6's **Erik von Ancken**, meet our crowds, and

interact with our special guests from Make a Wish and Fallen Warriors. Folks, we may not use the word "class" like we used to, but these young men and women had **CLASS!** It made me very proud to have a uniform the same color as theirs, hanging with the other things that don't fit me anymore.

It was great to welcome back so many of our old friends, and to encourage new groups to share in the excitement of the show. Our media coverage was (he said modestly) terrific. Many thanks to the **Tourist Development Council** for their generous support. I really enjoyed talking about the show and the reporters were very excited, themselves. I've heard several suggestions that we get a better-looking spokesperson, but I'll put that down to petty jealousy.

A special shout out to Patrick AFB and its many US Air Force units. They did a wonderful job supporting the Thunderbirds, while launching a rocket in the middle of their visit, and "entertaining" an Inspector General team. Well done, my friends.

Finally, thanks to my sidekick Ralph Pineda. I ended up 30 miles from the middle of the action a couple of times, and never had to worry. Ralph managed a very successful media day event while I sat and fidgeted through a Thunderbirds arrival meeting. Great job, Ralph.

Hope y'all enjoyed this as much as I did. Let's do it again (after we get over the sunburn, and catch up on our sleep).

Ron Davis,
Public Relations Director

FROM THE GIFT SHOP

Wow, another successful Air Show behind us and on to planning the next one.

The PX was busy as was our 4 Authors. Thanx to all my help, Judy, Rich, Angie

and Chris. I couldn't have managed without you.

Summer is just around the corner, and it's only 9 months till Christmas, so lets get shopping in our Gift Shop for some of our new items, remember Members get 10% off all merchandise. If that's not an incentive to come in I don't know what is.

Pam is on the mend and we all look forward to having her back here. Hurry and get well.

Adios until the next Un-scramble and have a great summer.

Anita and Judy

GONE WEST

Jeff Boyken died at the age of 71, on March 11, 2015, from complications from ALS. He grew up in Titonka, Iowa and graduated from Iowa State University with a degree in Aeronautical Engineering. Upon graduation he entered pilot training in the USAF. He served five years on active duty, much of it in Anchorage, Alaska. He then joined the Wisconsin Air National Guard while working on his MBA at the University of Wisconsin. After obtaining his MBA, Jeff began a lengthy career with the Air Guard; retiring after 28 years as a Colonel, while also serving as an American Airlines pilot. When he retired and moved to Florida, he became a docent at the Valiant Air Command museum in Titusville.

He will be missed.

Colonel Ray Roberts made his last flight. Longtime VAC member and previous director Funeral services were held at Florida Memorial Gardens in Rockledge, Florida. Saturday March 21st, there was an Honor Guard Salute accompanied by a Missing Man Formation by the VAC.

August "Augie" Holmquist

He was a very dedicated volunteer with the VAC for many years. He was the lead tour guide and helped with many public relations events in the past. His many years of experience as a radio personality enabled him to do promotional radio advertisements for the VAC and also the AirShows. His personality was always upbeat and nothing seemed to hold him back from accomplishing his many tasks. Augie passed away on March 12, 2015 after a long illness.



ODDS AND ENDS

F-105D Thunderchief progress

More progress has been made since last update as follows: The stripped ejection seat has been painted and reupholstered



and is ready for installation in the

cockpit. The fiberglass rot at the top of the vertical has been repaired and the entire aircraft has its first coat of primer. The bomb bay has been cleaned and painted. The belly gas tank has been primed, painted and hung on its mounting point. Wiring connections have been made to wing lights, beacons, marker lights and tail light. The lights have been connected to a small panel in the battery compartment and now work. The canopy has been pulled off the aircraft painted, polished and reinstalled. The instrument panel repairs have been made and the panel has been reinstalled. The next step is to sand the first coat of primer and prime a second time fixing any cosmetic flaws before adding final paint colors. The small nose gear radar dome and nose gear landing lights have been installed. Various missing electrical boxes have been fabricated, painted and installed in the main radar dome fuselage cavity. By next printing we expect to have a radar dish installed and some progress in painting.

Norm Daniels.

VIP Visitor

WWII Pilot Lt. Col Doug Canning (USAF Ret.) visited the V.I.P. tent and enjoyed the Warbird AirShow.

He was commissioned and got his wings just before WWII. He took a ten day leave after he was commissioned. Guys who went straight to their assignments on the west coast were shipped out to the Philippines and ended up on the Bataan Death March. Doug went the southern route via Fiji, and went into combat in P-38's at Guadalcanal. He flew three tours highlighted by the 18 April 1943 mission



in which P-38s shot down Japan's Navy Fleet commander Adm. Isoroku Yamamoto.

Doug left the Air Force after WWII, but rejoined after a couple of years. The AF sent him to UCLA to study meteorology. He then went to Korea (via weather service HQ in Orlando, then to Japan) flying P-51's, as weather observation airplanes. Doug finished up flying C-133 Cargomasters. He retired from the Air Force in 1969 and taught school until 1983. Doug lives in Maitland. Thank You for Serving.



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

When you must choose to commit suicide

I was a test pilot in Fighter Flight Test Operations at Wight-Patterson Air Force Base, Ohio. In a few years prior to this event the Fighter Test Operations had moved from the shorter runway at Wright Field to Patterson Air Base just up the road and across the main highway from Wright Field. As test pilots we were flying many types of jet fighters and if you had ever flown the basic type aircraft you were placed on the "Qualified-Pilot" list. I had flown the F-89C "Scorpion" several years earlier and therefore I was considered a qualified F-89 pilot. (The F-89 we had was a later model).

The afternoon of this incident I was asked to fly a very low danger external fuel drop tank test. Essentially this was a simple test to check the ability to safely jettison the two under wing 450 gallon drop tanks to certify the new jettison system. After receiving a quick briefing from the test engineers I climbed the tall ladder and re-acquainted myself with the



comfortably large cockpit. The jettison area was left over from before the new Area "3|" at Patterson Field was built and was just to the north and to the West of Wright Field where all of the engineering buildings were still located. I made my run from west to east towards the Wright Field hill where the "lab" buildings were located. My jettison speed was to be 200 knot at 200 feet and as instructed, my first run was to be "dry". The "Ascania" photo crew was to call out the jettison point and then I would pull up and make another two live passes, dropping one tank on each. I turned on the test instrumentation switches and was on course, on speed and on altitude when I received the call at the drop point. All went as advertised and immediately both engines into the "Afterburner" position resulting in a sudden loss of power! Now I knew I was in deep trouble as I began to immediately lose speeds and altitude (of which I had very little). Immediately I jettisoned the two drop tanks and pulled both throttles out of the "afterburner" position. The aircraft began to rapidly lose altitude and my airspeed

did not seem to be accelerating. My mind was in over-drive and reminded me that Scorpion had fuel dumping valves in the large tip-tanks, which I immediately activated. I was settling rapidly into the corn field at the end of the drop area. Just beyond the corn field was an elevated main highway filled with highway auto traffic and just beyond was the Wright Field hill on which many of the engineering lab buildings were located. Although I had activated the tip tank fuel dump valves the fuel was not exiting the tanks as fast as I would have liked. It was becoming increasingly clear that I was going to have just a few seconds to make the decision as to whether I had a chance of picking up enough airspeed to climb above the highway or whether I was going to sacrifice my life by shoving the stick forward into the corn field to prevent crashing into the cars and buildings on the hill beyond. When I looked back on that decision options I realize that I had absolutely no hesitation in doing exactly what I had to do in preventing killing innocent people. As I struggled with milking the big ugly aircraft I realized it was slowly beginning to accelerate at a snail's pace as the fuel was departing the tip tanks, thus lightening the aircraft and allowing me to gradually gain speed. I was just barely above the corn stalks and letting the nose point straight at the point well short of the elevated highway gauging in my mind just at what point I was going to make what might well be the last decision I would ever make. Although it seemed like a long time it was just a matter of very long seconds while the scenario was taking place. I gradually went from looking as though I was going to have to kill myself to believing I might gain enough airspeed to fly over the highway and turn enough to avoid the hill. As I eased the nose upward I gradually

began to build airspeed and finally decided I was going to clear the highway. In a matter of several very long, long seconds I was home free as I staggered over the highway and turning slightly to miss the Wright Field hill. Although I sprayed a few cars and Fairborn homes (including my own) with a coating of JP-1 jet fuel. It was not often that you had such a situation of choices, although in flight testing you are always in danger of losing your life by some failure of a test system. Not often do you face having to make the choice of willingly committing suicide. The reason for the afterburners failure to light-off was traced to a mistake made while installing the instrumentation resulting in disabling the A/B ignition system when the instrumentation switches were "On".

N. C. "Bud" Evans

©

**April 18th at High Noon
Mark Your Calendar!**

AIRSHOW DEBRIEFING

AND VOLUNTEER

APPRECIATION LUNCH

Please, Please - R.S.V.P.

321-268-1941

**Main Hangar - Valiant Air Command
6600 Tico Road, Titusville, FL32780**

PROCUREMENT OFFICER'S REPORT

F-100 negotiations are still in process.
Air Force Loan Agreement Renewals are in process. Some rework is required.

Bob Frazier,
Procurement Director

MEMORIAL DAY WEEKEND OPEN HOUSE - SAT & SUN

Free Admission May 23rd & 24th • 9AM to 5PM

**For Active Or Retired Military
And All Florida Residents**

I.D. Required For Free Admission

Low Fly Bys
Exhibits • Displays
Memorabilia
Combat Pilots On Hand
Classic Car Showing
Model Train Displays



1st Quarter Review

January, February, March

2015



There was something for everyone at the Air Show. Not sure about the spinning ride!



Waiting For The Show To Start

Valiant Air Command Warbird Museum, 6600 Tico Road, Titusville, FL 32780
(321) 268-1941 • www.vacwarbirds.net