



UN-SCRAMBLE



OFFICIAL NEWSLETTER OF THE VALIANT AIR COMMAND, INC.

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

2nd Quarter Review

April, May & June

2015



4-2-15 - A little powder and paint for Tico Belle's propellers



4-7-15 - Dave Dollarhide flying the A-4 & Doug Matthews flying his T-33. Passenger Curt Smith, Co. Comm., District 4 enjoying the ride



4-2-15 - Painting Tico Belle's props



4-11-15 - A well attended Fly-in Breakfast



4-11-15 - C-47 Passenger Flight



4-11-15 - Attack Squadron 12 reunion and buffet



4-17-2015 Ron Davis, VAC Public Relations Officer, presenting a Thunderbird lithograph to Brig. Gen. Armagno, PAFB Commander



TBM engine start up. Big step forward, but many more tests before it is ready

Hal Larkin & Norm Lindsay Restoration Hangar Dedication



One of two cakes



The Larkin Table



Harold Larkin, Jr.



Slide show



The Lindsay Table



Greg Lindsay



Overview of tables & guests



The unveiling

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Please note: Items submitted after the submission deadline will not be published or will be published the next month if applicable.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

Future Events - 3rd Quarter - 2015

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

4 July....4th of July (Independence Day)
 11 July....Fly-in Breakfast
 21 July....Board of Director's Meeting
 8 Aug....Fly-in Breakfast
 18 Aug....Board of Director's Meeting
 7 Sept....Labor day
 12 Sept....Fly-in Breakfast
 12 Sept....AirShow organizational meeting
 15 Sept....Board of Director's Meeting
 25 Sept....Un-Scramble submissions deadline

COMMANDER'S REPORT

For what's supposed to be our "quiet" season, we're mighty busy. We had a special event on May 9 as we dedicated our Restoration Hangar to "Hal" Larkin and "Norm" Lindsay. These two gentlemen personified the spirit of volunteering and dedication that we'll always celebrate at the VAC. Hal, a "lifetime Grumman guy", will forever be associated with the restoration of his beloved Grumman Wildcat. Norm's service on our Board of Directors and in particular his dedication to improving our physical structures as Facilities Officer will pay dividends for years to come.

Thanks to these wonderful guys' families for sharing them with us.

We had a terrific Memorial Day weekend Open House. By our number one indicator (Bob Foraker cooking and selling all the hot dogs and sending out for more) it was a great success. Thanks to everyone who helped make that happen.

While we're trying to fit in summer vacations and family visits, we still have to keep a close eye on next year. Right now we're laying the groundwork for your **2016 Tico Warbird AirShow**. We're planning to put on a Friday evening show, featuring some extraordinary performers who specialize in those thrilling events (Saturday and Sunday will still be daytime shows). We are also negotiating hard for a return visit from a major flight demonstration team. Wish us well on that one!

Of course, there's a big budget exercise associated with all this. So don't be surprised if you hear more, soon, about how your donations will enable us to hold this superb event.

We wished our loyal and hard-working custodian, Roger Desplaines, a long and healthy retirement last week. Roger has been an unsung hero here, and we'll all have to be on our toes as we learn all the stuff he did for us without talking about it!

Thanks again for all your support. Stay safe and have a super summer!

Lloyd Morris,
Commander

EXECUTIVE OFFICER'S REPORT

A special thanks to all the members who helped with the 2015 Warbird AirShow Volunteer Appreciation Lunch, the Hope for North Brevard Dinner Auction, the Hal Larkin/Norm Lindsay Dedication Ceremony, the Memorial Day Weekend

Open House and the Fly-In Breakfast and C-47 Training and Flight on 13 June. We will continue with the Fly-In Breakfast at the museum on the second Saturday of each month. Members do not have to fly-in to eat; you can drive or bike in and just pay for the breakfast. Non-members must pay for the daily museum admission; however, they eat for free. The next Fly-In Breakfast will be Saturday, 11 July. We are planning to fly the C-47 each month during the morning we are hosting the fly-in breakfast. Call the Museum Gift Shop at (321) 268-1941 to inquire about special member rates and to reserve a seat. I am requesting that we do not park cars and other equipment on the ramp west of the main hangar on fly-in mornings.

Plans are underway for the 2016 Tico Warbird AirShow, 11-13 March. For this event we will be recognizing those who served in Desert Storm and Southern Watch. Friday will be a late afternoon and Twilight/Night show with the gates open to the public around Noon. Saturday and Sunday will be our usual day program. FIFI, the B-29 will be here along with the Aeroshell Aerobatic Team and Matt Younkin. The Sky Soldiers Demonstration Team from the Army Aviation Heritage Foundation will be here and will offer flights in the UH-1 Huey and the AH-1Cobra Helicopter.

The kickoff meeting for 2016 AirShow will be held at the VAC at Noon on Saturday September 12th. 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. Media Day will be on Thursday, March 10th. The Annual Membership Dinner will be held at the Main Hangar on Saturday Night. Last year we increased the size of the 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. New for this AirShow will be the addition of the Eagle's Nest Chalet. Open to the public with advance ticket sales; this ticket will provide gate entrance and parking, seating on the show line in the chalet and food and beverage. As always we are looking for volunteer support. If you are interested in working one or more days please go to our VAC website and sign-up, indicating 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.

Bob Boswell,
Executive Director

FACILITIES OFFICER'S REPORT

Our crane suffered a hydraulic valve malfunction impacting the ability to steer. The location of the failed valve is difficult to access. We will attempt to isolate the valve and replace.

Annual fire extinguisher replacement has been accomplished for all areas.

The hi-lift bucket loaned to us by the Airport Authority required a new alternator as well as a repair to a leaking hydraulic cylinder. A second hydraulic cylinder controlling the boom extension was discovered to be leaking. Both cylinders were sent for repair and have been reinstalled. The hi-lift bucket has been and continues to be a valuable piece of equipment allowing access to lighting for repair and bulb replacement as well as power washing the buildings and the skylights. The front of the VAC has been pressure washed improving the look of the entrance. All corroded outside light fixture housings are being scraped, primed and painted.

All the skylights in the main hangar have been cleaned removing mold, mildew and other assorted fungi. This allows us to forgo turning on overhead lighting on good weather days and eliminating associated heat build up from the light fixtures.

Termites have been discovered in the main hangar wall separating the memorabilia area. Initial treatment has occurred with follow-up treatments scheduled to verify eradication.

Mice have been observed in some of the enclosed areas of the main hangar. The exterminator discovered that mice have clawed/chewed their way into the building around air conditioning piping penetrations. Metal screening has been installed as well as filler to prevent further intrusions. Traps have been set inside and outside the building.

Continuing repairs are being made to our aging tug fleet to keep them safe and operational.

Special thanks to: Tom Etter, Chuck Hammer, Joel McGinley, Terry Nies, Stan Taylor and Jim Towe. These volunteers bring to the table skill sets that allow our motorized equipment to function against all odds.

Norm Daniels,
Facilities Director

FINANCE OFFICER'S REPORT

Dearest Membership,

Behind the scenes we are streamlining many systems in the PX and once that is complete we will soon be improving the entire layout of the gift shop. We have already updated the Point of Sale system, so please bear with the girls as they adjust to these changes.

We are currently researching the best way to market our treasures to museum

guests. Once we develop a solid plan you will be invited to enjoy an enhanced shopping experience.

As some of you are aware we are starting to make some changes in admission. Memorial Day weekend we began using wristbands for museum admission. Wristbands are now required for all patrons including members. Members need only to present their current membership card to obtain their wristband.

This June we had a special sale just for members. Some of you took advantage of the additional discount we offered. Please be sure Club Express has your current email address so you can be notified when we have these special deals. Also, stop by and check out the gift shop's new quad-copter, it's been man-child tested and director approved. ☺

Hugs & Kisses,
Shan Rubin
Finance Officer

PUBLIC RELATIONS OFFICER'S REPORT

It's summer, in case your thermometer quit working, and we get to take a breather from our "big events" planning. That doesn't mean we take the summer off. We do lots of long term preparation for our next season, and we write grant applications – lots of them.

We get two big things out of our grant writing exercises. First and foremost, we get a chance at some extra funding. This can run to five figures for each effort, so we take extra care with our second "benefit", which is to examine how we operate - to look at ourselves through the eyes of an objective outsider. It isn't always fun. Sometimes the feedback isn't what we had hoped for. Sometimes we say "Gee, how could I have missed that requirement?" But sometimes, like today,

we get to celebrate an award from an organization that had been pretty tough on us just a year ago. Yes, you can learn from your first efforts (you don't really have to call them "mistakes").

I realize this sounds like we're celebrating the annual visit from the Inspector General (*"We're here to help you" and "Thanks. We're glad to see you"*). But it's important to know what others think about your outfit. Our Warbird Museum visitors leave here all smiles, and we're delighted at that. But a room full of panel members a couple of hundred miles away haven't met our great tour guides, or seen our Sabre Jet, or heard *Tico Belle's* wonderful takeoff song. The grant application process forces you to look through their eyes, and to make it real to them.

Enough of that. We enjoyed our Memorial Day weekend Open House, and were literally overrun with folks who wanted to participate. Hope you got to be part of it. Hearty thanks to my fellow Directors and our key staff, who really hit this one out of the park!

I hope each of you enjoys this summer, takes time to see this magnificent place we call home, and most of all shares time with family and special friends. I think that's what Nat King Cole was thinking about when he sang about the *"Lazy, Hazy, Crazy Days of Summer"*. Remember, he even rhymed "beer" with "good cheer"!

Cheers (and "beers"),

Ron Davis,
Public Relations Director

PROCUREMENT OFFICER'S REPORT

F-100 AIRPLANE – By the time you read this, we should have a new disassembled F-100C airplane at the Museum. After a cold and wet winter at the old Arkansas

Air Force Base and scheduling problems, Derek Johnson and his new crew were able to disassemble the airplane. This was accomplished with locally rented cranes. Then by rescheduling Sky Tillett and his truck several times and volunteer help from the local National Guard reserve unit, we were able to load the airplane for transport to our Museum. Mr. Screws of the local Museum assisted with the use of the base. Reassembly and repair of the airplane for Museum display will follow.

A-7 AIRPLANE – Several Navy A-7 program retirees (who visited the Museum) have arranged for Navy depot procurement of bomb and missile system racks for our A-7 and then also offered to install them on our ship to improve its Museum combat appearance. The process has been subsequently approved by the USN Museum and paperwork will be provided.

L-13 AIRPLANE – Restoration continues on a time available basis. The key interconnect bracket for the wing support strut is still being worked by a machinist with better capability. Engine disassembly/inspection/repair & painting is complete. The airplane can be available for sale “as is” for any party interested in flight restoration.

OTHER AIRCRAFT – We have recently made an aircraft request to the USAF for a C-130 that has been used recently in the Middle East. We also declined a USN Museum offer of an H-3 helicopter.

DONATIONS – Donations have increased recently. They have included sets of machinists’ tools, computer, military/airplane art, uniforms and pre WWII aircraft history films.

MILITARY AIRPLANE MUSEUMS

The Chanute Airplane Museum announced financial failure and is closing

on 12/31/15. Some 37 airplanes will be returned to the USAF (35) and USN (2). We have submitted a VAC desired list to the Museum and the USAF. The USAF will manage the redistribution.

The Evergreen Aviation and Space Museum located in Oregon started a closing process late last year or early this year for organizational reasons. We did not inquire about any of the airplanes because of the very high coast-to-coast transportation costs.

Bob Frazier,
Procurement Director

FROM THE GIFT SHOP

It's going to be another Hot--Hot summer, but we have some Cool--Cool deals in our Gift Shop. Now's the time to start thinking ahead for Christmas. Think of Christmas and snow to keep cool, we'll even turn the air conditioner up for you. Have a great summer and stop by and see Anita & Judy, we'll leave the light on for you.

Anita and Judy

ODDS AND ENDS

The F-105 restoration project has been completed save for the graphics package which is in the works. All the parts and pieces that were taken out for cleaning, repair, priming and painting have been reinstalled in the aircraft. Thanks to the following for their contributions: Phil Bettencourt fabricated many missing access panels, drilled out many corroded screws and tapped the holes for new replacement screws. Ray Borza fabricated missing electrical component boxes missing from the fuselage radar dome as well as fabricating a radar dish. He was able to accomplish this without plans by researching hundreds of photographs. Ray Brown fabricated all

the missing fuselage tail panels as well as the drag chute door. Additionally he fabricated the tail and inlet plugs and a refurbished the trashed instrument panel and instruments.



Louise Kleba with great patience fabricated fairings for the speed brakes as well as replaced several hundred rusted/corroded screws and fasteners. Don Leathers has spent many hours researching photographs and other sources for appropriate markings and graphics including size and placement on the aircraft. Pete Massaras spent many weeks refurbishing the cockpit and the ejection seat.



He also engineered and fabricated the parts and pieces to manufacture a replica 20 millimeter cannon that rotates.



Larry Mathis (who while in Vietnam painted aircraft) took on the daunting job of preparing the aircraft for paint and painting the Thunderchief. This included corrosion control, associated body work sanding, priming and painting. John McCoy early in the restoration process fabricated replacement panels for all rotted out fuselage belly panels. John also rebuilt the entire gun bay and gun bay door which was eaten away by corrosion and gasses from the cannon shells. Bob Westman took on the never ending job of sanding wings, elevators, fuselage and other parts and pieces in addition to restoring the canopy and windshields. Within a few weeks the F-105D will be moved to the Vietnam hangar for display.

Norm Daniels.



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

Guardian Angel

During those many dangerous and exciting active years of flying I never remotely thought about having a "Guardian Angel"!

During the past 20 or so years as I have filled the void of active flying and I have published over 120 stories of those events that I considered very exciting. I suddenly realized that I have to have been blessed with a great "Guardian Angel"! As I look back on so many critical life threatening events it has caused me to consider the possibility that there is a counter force (call it the Devil or "Dark Angel" if you like). For every event that my Guardian Angel has saved my life, some life threatening situation had to have been threatening me. After so many of these situations you can't help but believe that there are two conflicting forces come into play. At this point I have to ease off because I am beginning to sound like a preacher which is not my intent. Just bear with me as I relate what 90 years of living has helped to form an opinion on life and death situations and how I managed to survive so many events that others in similar situation were not able to survive. In looking back on my 72 years of flying gave me a chance to review how many times a change in my path was influenced by an outside force.

The first such events occurred on the day of my first solo flight while at Darr Aero-Tech in Albany, Georgia. My instructor did not wish to wait when we were told that the aircraft we had been assigned had a minor problem and would be ready in about a half an hour. We took another aircraft and when after a short

flight my instructor sent me off on my first solo flight.

When I lined up for take-off I noticed that the aircraft we had originally been assigned was lined up on the parallel runway. The pilot began his take-off and I began mine a few seconds later so as to keep his aircraft in sight. As I began my climb I was concerned about staying behind and to the left of the other aircraft in the event he might drift into my flight path. Suddenly I realized that I was slowing down and losing altitude. Quickly adding power and returning to my climb schedule there was little I could do but watch as the other pilot flying the aircraft I had originally been scheduled to fly, crash into the trees that surrounded our airfield. He did not survive the crash.

There were a few other life threatening events during the next several months while earning my Army Air Force Pilot Wings that I managed to survive. The next truly tragic event in my life happened at Tyndall Air Base while I was awaiting assignment to the 8th Air Force. I was always spending time at Base Operations ready to fly co-pilot on any aircraft that required one. I had been very happy when I had the opportunity to fly as co-pilot on a Martin B-26 that had landed with an engine problem.

The next event was on the way to the "Bone Yard" airfield about 40 miles from Tyndall so the flight would be a short one, but the pilot said we could fly around and he would let me fly part of the time. The repaired engine did not check out on our pre-take-off run-up so we taxied back with the promise that they would let me know when the plane was repaired. I was notified by Base Operations a couple of days later to come down as the aircraft was ready (again) for the test flight. I was really disappointed when the Operations officer came out of his office

with a 1st Lt. who had returned from a combat tour in B-26's and needed to get flying time for his flight pay. Obviously I couldn't object to giving up my co-pilot seat although I was really disappointed. As I was walking back to my B.O.Q. the crash alarm began screeching and when I looked back toward the air field I saw that tell-tale ball of fire surrounded by white and black smoke rising into the sky. It was the B-26 and both pilots were killed. Not long after that event I was assigned to fly on a B-24 gunnery training flight but before going out to the B-24 I was called to my squadron orderly room. My shipping orders to the 8th Air Force had arrived and as I began clearing the base I received the sad news that the B-24 I was assigned to fly had crashed killing 13 crew members. My life has been filled with such lifesaving decisions that were not mine.

When I have time after a whirlwind life I almost begin to think that I am capable of thinking outside the box in which my life has been trapped for so many years. Have you ever spent most of your life looking in the mirror in the morning and looking forward to some real flying challenges? Not the kind the average person daily faces but challenges that can claim your life in an instant. Knowing this if you are a dedicated Fighter Pilot and an Experimental Test Pilot it is just your job that you love. Not because you might be killed but because what you are doing can save the lives of pilots who are going to fly these aircraft.

Many, many exciting events occurred during my life time that I remember happened during my flying career; such as one combat event resulting in my having to listen to my Guardian Angel several times; each of which obviously allowed me to survive when all odds were against me. I was not supposed to fly the

mission as I had flown in the morning and was packing to make the trip to Misawa, Japan to spend New Years with my wife. This is where the "Dark Angel" stepped in and I was suddenly scheduled to take the Group Commanders place leading a combat mission against the Chinese who were driving rapidly towards the south. I have related the number of decisions which had to be made after my F-80 was hit and suffered severe damage. There were a number of things that would require my bailing out but as they occurred my "Guardian Angel" guided my actions and decisions, all contrary to normal procedure but they allowed me to survive. (Un-Scramble article "My longest day").

The many times that I had actions flying that would have caused my demise were countered by that internal voice guiding my actions so that I was able to survive. Among the many was while I was recovering from an 11½ hour major cancer surgery operation and while in ICU I had a dream that they were trying to give me the wrong type blood. I was still pretty weak and only partially coherent but the next morning when the corpsman wheeled in a stand with 4 bags of blood attached. I saw that each bag had a large "B" on it. I asked if that meant type "B" blood as he was sticking the needle with hose from one of bags attached to it he confirmed that it was my type. When I told him that it was not my blood type but he proceeded to unclamp the hose. Even in my weakened condition I was able to pull the needle out of my arm, thus squirting blood around the area. The corpsman was really upset but got the message that I was not going to let him give me type "B" blood. The head nurse came into the room and scolded me until after she told me that they had taken blood samples from me the night

before and it was type "B". I insisted that no one had drawn blood from me the night before and that my blood type had always been type "O"! Almost immediately she ordered the stand removed and shortly thereafter another stand with big type "O" stamped on each bag. It turned out that the patient in the next room had been upset because they drew blood from him twice the day before and obviously someone had goofed and gone into his room instead of mine to draw a blood sample. Ironically the next morning as I listened to the news it was announced that a cancer patient who was being operated on in a San Jose hospital had died while being given the wrong type blood. What was really startling to me was that his name was "Evans".

When I reflect on some of the more dramatic events I see where the actions of an outside event unquestionably resulted in my being here today because of the "Cause and Effect". Something caused the radar site on the "H" Bomb B-52's to jump from its designated target at the Bikini Test Site, to a point 5 miles short (Directly in front of my path). That same force prevented the Weapons Officer from stopping the bomb drop and he released it on the new target without giving any warning of the error. My overworked "Guardian Angel" had the problem solved when he must have caused a tractor driver on one of the distant islands, to back into a transmitter tower which was part of my guidance system. It was programmed to place me 5 miles to the side from the designated target and "Fire Ball" within 1/10th of a second of the explosion. Had my guidance system not shut down due the tractor knocking out one of the needed guidance systems, I would have flown directly into the fireball without any

warning. That would have destroyed my aircraft (and me). When you reach an age where you have time to reflect on major events in your life that have allowed you to be where you are today, perhaps you'll discover that you also have a Guardian Angel who has helped you to survive this long. Most of us have the opportunity to look back on one of our life's most important events and ask ourselves how we were fortunate enough find that nearly perfect mate. Think back on how you met and what outside help brought you together? In my case it happened to me twice. After sadly losing my wife after being married for 31 years and then after four years an unexpected event brought my present wife of 32 years into my life. They were not just two of the hundreds of times my "Guardian Angels" saved me but two of the most lasting and important events in my long life. That's my story and I will believe this through to the end of my life here on earth. It is impossible to ignore all of the lifesaving and life altering events which have occurred in my exciting and interesting life!

N. C. "Bud" Evans ©

OPERATION OFFICER'S REPORT

Welcome to the season that drives a lot of folks out of Florida. While we do get to relax inside with some air-conditioning, our crews, maintenance staff, and volunteers at the museum have really been heat-soaked the last couple of months. July through September are not very promising as far as relief.

We've had another busy quarter with some revenue flights and operations around the VAC. And there are even more items coming up. Our big event this quarter was in support of Sun 'n Fun

over in Lakeland. We operated six of our (and some of our members') aircraft, and with Doug Matthew's adding three of his own, which made us the biggest group at their event. Thanks to our people, the following planes were added to their show: Tico Belle, the A-4, the F-86, Mark Adema's SNJ, Robert Varney's Stearman, my T-28, as well as Doug's T-33, P-51, and Marchetti S.211. We basically provided an entire wing, ready for combat. LOL. While we really didn't generate much revenue in Lakeland, we did get a lot of good visibility, and have established a great rapport with their organizers. We are planning to support them in a bigger way next year, and are already working out details to generate more revenue and recognition via their team at Sun 'n Fun. The folks there gave us tremendous support, and are definitely a great group for us to work with. Personally, I'm tired of hearing people come up to our airplanes, and saying that they didn't know there was a Warbird Museum so close by, and we intend to change that.

Once again, Tico Belle has been very busy, and she's been running well for us. We're definitely stepping it up in the military static-line jump arena, and getting inquiries from as far away as North Carolina, since one of our fellow C-47 jump operators has stopped providing lift. Our link-up with the Phantom Airborne Brigade is promising, with a firm jump event scheduled on Aug 15. We are cross promoting each other as we make contact with events and shows that are looking for old war birds, and static-line jumpers. Hopefully, we'll be able to get our inspection completed by SOCOM at this event, which will make us eligible to carry military jumpers in the future. Tico Belle will be doing two flights on July 15, in support of a private event. We are also

planning to continue scheduling revenue flights in conjunction with our Fly-in Breakfast events on the second Saturday of each month.

We are also working out the details in a contract to fly in support of Ft Myers Aviation Day on 7 November. Right now, we've committed our C-47, and TBM, provided we've got her fully airworthy. As Jim Owens will tell you in his report, we are working hard at getting the TBM operational, and out of the experimental Phase 1 "return to flight" phase. There will be a big roll-out coming soon, which will feature our TBM, with many corporate and political VIP attendees, so keep your eyes out for the announcement, and join us for this big event.

Thank you very much for your support. Whether it's financial support, volunteering, or just cheering us on, this museum wouldn't exist without all of your efforts.

Karl Holly,
Operations Director

Memorial Day wreath placed at Space View Park by The Valiant Air Command.



MEMORIAL DAY WEEKEND At The Warbird Museum



V.A.C. delegation lays a wreath at Space View Park



We had a great show of antique, classic and street rods



The A-4 coming in from the Fly-by. Doug Matthews flew the F-86 & Dave Dollarhide flew the A-4



F-86 & A-4 Fly-by on Sunday



Homemade ice cream sandwiches... Yummy



You missed a delicious treat if you didn't have a Mini



Greg Zahornacky was our Disk Jockey for the weekend



The Flight Simulator was kept busy by both the young and old kids



The Petting Zoo was very popular with the younger set



The "Hot Dawg" people served delicious hot dogs and hamburgers both days