



UnScramble

The Newsletter of the Valiant Air Command Warbird Museum

FROM THE COMMANDER

LLOYD MORRIS, COMMANDER

I hope each and every one of you had a wonderful Holiday Season, and you're all ready to make a success of 2016. Of course, we at the Valiant Air Command start the year in high gear, as we look out only two months to our Tico Warbirds AirShow. Your Directors and I are already deep into planning, negotiations, budgets and permits, and all the "up-front" things that have to be addressed early in our preparations. So far they're all still laughing with each other, so we're still doing fine.

Of course the lifeblood of our AirShow is its financial health. We're very grateful to those of you who have already chosen to make an AirShow donation, and hope that each of you will seriously consider doing so soon. You'll be helping us continue one of the finest traditions of our community, and one of the standout events that make the Space Coast such a great place to live.

Of course, we need and value your time and talents as well as your treasure. Take advantage of our online volunteer forms at www.valiantaircommand.com to line up an interesting and rewarding job for the AirShow. You'll enjoy the work, the company of your fellow volunteers, and of course the thrilling AirShow itself.

Between now and then, why don't you drop by for one of our Saturday morning Fly-in breakfasts. Second Saturday of the month beginning at 8:30 AM. Lots of airplanes, lots of flying stories (one or two of which may even be factual) and a great breakfast catered by Chef Larry.

Again, please accept our best wishes for a happy and prosperous 2016.

Lloyd Morris, Commander



2015 Surfing Santa Parachute Drop

EXECUTIVE OFFICER REPORT

2015 WAS A GOOD YEAR FOR THE VALIANT AIR COMMAND! We have continued to add aircraft to our collection and have expanded our museum events to bring in additional visitors along with providing activities for our members. Our monthly fly-in breakfast from 8 to 10:30 am on the second Saturday of each month remains a fun activity, with several turnouts of over 100 participants. Your Membership Card gets you into the museum for free, so drive on over for a visit and see all the changes.

THE TICO BELLE CONTINUES AS OUR FLAGSHIP participating in several key aviation events including supporting the National Parachute Test Center at Dunnellon, the Stuart Air Show, the Ft. Myers Aviation Day and the Surfing Santas in the fourth quarter. In the future we plan to fly a passenger flight at 11:00 am each month in conjunction with the fly-in breakfast. Additional weekend passenger flights will be flown as required. Make reservations by calling the Museum Gift Shop.

THE TICO Warbird AirShow 2016 is less than 60 days



Younkin Beech Demo

out—11-13 March. The B-29 FIFI, the Marine F-18 Hornet Jet Fighter Demo, the Air Combat Command Jet Fighter Demo, the MiG-17 Fighter Demo and The Aeroshell Aerobatic Team will be headlining our event. This three-day AirShow will run Friday through Sunday but the scheduling format has changed. Friday will be an afternoon / evening show with the gates opening to the general public at Noon so they can visit Warbird Alley, Static Displays and our Concessions. Around 3:30 we will start the afternoon show followed by twilight / night show ending with fireworks around 8:00 pm. A stage band will play before & after the Aerial Portion of the show. Saturday and Sunday will follow the format we have used in previous years with the gates open to the public at

08:30 each day with the Warbird Alley closing at Noon and the show running 1:00 pm through 4:30 pm. Media Day will be Thursday morning, 10 March at the Warbird Museum Main Hangar.

Capping that day will be a Dirty Flight Suite BBQ at the same location hosted by the VAC for AirShow Volunteers & Participants.

Saturday night the VAC will host the VAC Members and AirShow Participants' Dinner. We will have a Dixieland Jazz Band for music and dancing. This dinner is FREE TO VAC MEMBERS; however, advance reservations are mandatory since this dinner is catered and we need an exact number. Call our Museum Gift Shop (321) 268-1941 for reservations. In addition to the Free AirShow Entry for VAC Members we will continue with the VAC Members and Volunteers Hospitality Chalet. Be sure to have your membership card with you. Another new change is the addition of an Upscale Executive Club Chalet on the show line. Chalet Admission includes Exclusive Show Line viewing with tables and chairs and unlimited in and out to view the displays. Lunch with dessert will be served and soda, water and light snacks will be provided all day. Beer and Wine will be available for purchase. Upgraded restroom facilities will be available for Chalet Members. There will be many other AirShow improvements that I am sure you will appreciate.



Bob Boswell , Executive Officer



Classic Fighters P-51

FROM THE FACILITIES OFFICER

Service has been completed on the HVAC systems on the North side of the main hangar and the Restoration hangar. The HVAC system at the South Side of the main and Vietnam hangars were completed in June.

With the AirShow in mid March approaching, efforts are continuing with preventative maintenance and repairs to our tugs and tow bars. Our tug fleet is aging and parts are costly and difficult to find.

Restoration Progress

Canberra TT-18: Tracy Bohrmann, Hana Kleinova, Bronwyn Rees and Shannon Rubin have spent many hours sanding the wings, rudder, stabilizer, fuselage and wing tanks to make ready for a first coat of primer. Bob Phillipi has hooked up a mule to open and close the bomb bay doors and sanded same. Ron Underwood repaired the wing tank bolts so they can be fitted back to the wings when restoration is complete.

B-52 Stratofortress cockpit: Work is progressing in restoring the cockpit and fabricating a new entrance that will allow guests access to the cockpit upper deck. Peter Massaras is engineering the new entrance and Bob Westman is grinding away decades of rust working with Peter and working with Ray Brown on the instrument panels. Ken Pagurek is working on the interior lighting. Steve Linthicum is working on upholstering the ejection seats. Don Hunter prepped and painted dozens of interior panels that were in very rough shape.

F-11 Tiger: When this aircraft arrived several years ago it was in very bad shape. By rights (my opinion) it should have been scrapped. Dutch Graefe and the Grumman Gremlin Volunteers took on the task of rebuilding the aircraft to the point where the final body work, sanding, priming and painting could begin. It took many months of grinding out corrosion, repairing the gun bay and landing gear doors as well as other major repairs. Jim Brinckerhoff fabricated two missing rear landing gear door panels and fabricated plates

that were also missing. Rob Underwood fabricated a speed brake that was also missing as well as machining other missing parts. Joe Reus took on the challenge of fabricating 20mm cannons that look and feel authentic. Joe is also completing the fabrication of actuators for the main speed brakes. Chuck Dilts and Ray Brown fabricated the four inlet plugs for the fuselage. Chuck also fabricated metal panels as well as stripping layers of old paint. Bruce Marshall and George Burton spent many hours on corrosion eradication, tail hook assembly and repair of tail hook housing. Jim Towe fabricated new hydraulic lines and fittings to replace those that were missing or disintegrated. Tracy Bohrmann and Hana Kleinova sanded the primer coats, Larry Mathis completed the final body work, primed the aircraft and is in the final stages of the painting. Don leathers is working on the design and application of graphic package to complete this project.

Facility Donations

Jean and Joel McGinley donated funds for VAC to purchase 2 state of the art defibrulators.

Tracy and Greg Bohrmann donated a new in-the-box gas powered generator.

Tracy Bohrmann and Hana Kleinova each donated a first responder aid kit.

Bob Twistol, a former F105 pilot donated two (impossible to find) new wing light lenses his wife bought him years ago as a gift, now installed on the aircraft.

Norm Daniels, Facilities Officer

F-11 TIGER

Following on from the last UnScramble, the Tiger restoration is nearing completion with the final paint scheme and decals complete and installation of the final detailed parts underway. By the time of the next UnScramble the Tiger will be rolled out and in pride of place in the Hanger!



A Canberra TT-18 aircraft is shown in a hangar, viewed from the front-left. The aircraft is white with yellow accents on the nose and underbelly. The hangar background shows various equipment and structural elements.

ENGLISH ELECTRIC CANBERRA TT-18

VAC'S PIONEERING SPYPLANE

In 1944, the UK Government released a requirement to replace the famous "Wooden Wonder" – the DeHavilland Mosquito bomber. The English Electric company won the competition, the final result being the Canberra which took to the air for the first time in 1949. By 1953, the English Electric Co. was producing the B2 variant, and started the production line for the reconnaissance version. In the early years of the Cold War, the CIA was looking for a high-altitude reconnaissance platform to fly missions over the Soviet Union and was convinced that the Canberra could be the aircraft if it were modified.

**- FIRST STRATEGIC
RECONFLIGHTS OVER
RUSSIA
- 70,310FT ALTITUDE
RECORD**

The CIA was impressed with the altitude performance of the B2 (47,000 foot ceiling) and asked EE designers if there was any possibility that they could extend the length of the Canberra's wings and install more

powerful engines, to produce an even higher ceiling. The English Electric company's designers knew that their existing high-lift wing design could get the desired results and installed more powerful Rolls Royce Avon-109 engines to three Canberras on the production line. One of those three B2 bombers on the production line was WJ574. During flight testing, the ceiling on these three aircraft increased from 47,000 feet to 65,000 feet. This was an incredible altitude capability for the time. This was only 5,000 feet lower than the proposed ceiling of the U-2 spy plane, and the U-2 wasn't even on the drawing board yet. Later, in 1956, a Canberra with Rolls Royce Avon-109 engines installed set an official world altitude record of over 66,000 feet.

In 1951, the USAF had a requirement for a twin-engine jet bomber and invited the British government to compete in the selection process. The Canberra overwhelmingly won the competition and the American government licensed the design from the British. It became the B-57 Canberra for the USAF. The original USAF B-57 (the B-57A) was identical in appearance to the British design with minimal modifications. The Canberra was used by many countries for more than 50 years and was modified for many differing missions ranging from bombing, to

reconnaissance, to scientific research, and even target towing. The VAC's aircraft saw duty with the British Royal Air Force as a bomber and reconnaissance plane before ending her service as a TT-18 variant with Royal Navy Fleet Requirements & Aircraft Direction Unit (FRADU) as a target and test platform. FRADU served a critical role for the Royal Navy providing simulated aircraft and cruise missile targets for aircraft and ships. During the run up to the Falklands Conflict FRADU Canberras simulated Super Etendard and Exocet missile threats to support training Royal Navy ships crews in addition to their more usual role simulating Soviet Naval Aviation threats.

The last three British Canberras (PR.9) flew into retirement on July 31, 2006 having served in Iraq and Afghanistan in the photo recon role, 57 years after the first Canberra flight. Three B-57 Canberras built for the USAF were modified for high altitude reconnaissance and are still flying today for NASA. VAC's Canberra, - WJ574 - was sold into the private sector before being abandoned at Melbourne International Airport where VAC volunteers dismantled her and brought her to VAC for restoration and preservation.

LARRY CHAMPION

FINANCE OFFICER REPORT

Happy New Year!!!

After speaking with a few retired folks I realized many of you may not know about a tax saving provision in the IRS code that could benefit both you and the VAC. Folks who are required to take a minimum distribution (RMD) from their IRA accounts may elect to have that distribution sent to a Qualified Charitable Organization. This is referred to as a Qualified Charitable Distribution (QCD).

The ability to give directly to a charity from your IRA is a very important tax advantage for certain taxpayers. The provision allows IRA owners who are 70½ to give directly to a charity and avoid reporting the income on their tax return. Taxpayers who take the standard deduction receive no benefit from charitable deductions, unless it comes out of their IRA.

A QCD lowers modified adjusted income (MAGI), which could lower or eliminate the taxation of Social Security benefits. Lower Medicare premiums are possible for those with higher income because MAGI is the trigger point that can be helped by a QCD.

The distribution must go directly from your IRA custodian to the charity to qualify as a QCD. The charity needs to acknowledge the gift for your records. The Valiant Air Command is a qualified charity.

Relatively recent legislation has made this provision permanent. Refer to IRS Publication 590-B for details. If you would like to send all or a portion of your Required Minimum Distribution (RMD) to the Valiant Air Command please contact your IRA custodian and tax professional for guidance.

Hugs & Kisses,

Shannon Rubin, Finance Officer



MAINTENANCE OFFICER REPORT

Well another year is coming to a close and it has been a very busy year at the Museum indeed. Our Volunteers have repeatedly stepped up to the plate many times this year. I would like to extend a hearty thank you to all. I hope you have a Merry Christmas and are looking forward to the New Year!

C-47 Tico Belle

The Belle is currently in great condition and ready to take on whatever new mission is sent our way. During a recent mission to Dunnellon for our scheduled static-line paratroop drop, the second day into the mission we lost the engine driven fuel pump on the right engine on takeoff. Our Pilots and crew handled the situation with the professionalism we have come to expect from our crews. We carried out the jump run quickly and returned to the X35 airport. We had just received a rebuilt pump but it was at the Museum. One call to the Museum and Tom Etter and the new pump was on its way. Thanks Tom! The pump was replaced and we continued with the mission, our Customer was happy and so were we. On the return trip home the engine driven fuel pump on the left engine started to show fluctuation in the



fuel pressure. We replaced the engine driven fuel pump on the left engine after we returned to the Museum. Since returning we sent in both pumps for overhaul and they have already been returned. The same pump is used on the both the C-47 and the TBM. The C-47 has four fuel pumps and the TBM has two fuel pumps.

We also have ordered a complete set of brake shoes for the Belle and will install them before our AirShow in March. We will also perform a scheduled maintenance just before the AirShow. Our next major scheduled maintenance inspection (100 hr.) will be in September 2016.

TBM Avenger

As most everyone knows we were in the process of completing our planned Phase 1 testing returning the TBM to flight status and have had plans for an appearance in Ft. Lauderdale in December this year. The December appearance was canceled by the organizer (thank goodness). We were having an issue with the TBM's engine pre-detonating after one hour and twenty minutes of flight time. The issue was narrowed down to the left mag failing. We performed a ground run-up test for over an hour and the mag failed and it was all captured on high speed video. A big thank you to all the crew as usual, to Mark Adema our pilot and David Rees (log keeper & video editor).

Both magnetos were removed and sent out for overhaul. It has been a slow and a very agonizing two months, but a week ago the magneto shop sent me a list of needed repairs and parts. I immediately approved the expenditure and we should have the magnetos back the first week of January. The current plan is to re-install the magnetos and continue and hopefully complete Phase 1 testing. Chris Bohan (the TBM's Crew Chief) is planning on coming down that week. After the magneto installation and engine run we will take an oil sample and send it off to be analyzed. We will change the engine oil and perform a scheduled 25 hour maintenance inspection (yes it will be due). Then we will be ready for the TBM to join the C-47 and A4C to the Museum's flyable aircraft.

A4C Skyhawk

The A4C's next scheduled maintenance inspection is a considerable way out in the future and it stands ready for whatever mission is sent its way. Of all our planes it has less operational time of all our flyable aircraft and yes that



A4C Skyhawk

The A4C's next scheduled maintenance inspection is a considerable way out in the future and it stands ready for whatever mission is sent its way. Of all our planes it has less operational time of all our flyable aircraft and yes that includes the TBM. Thanks to Phil Ricker and Joey Kurimai for keeping the A4C in top shape.



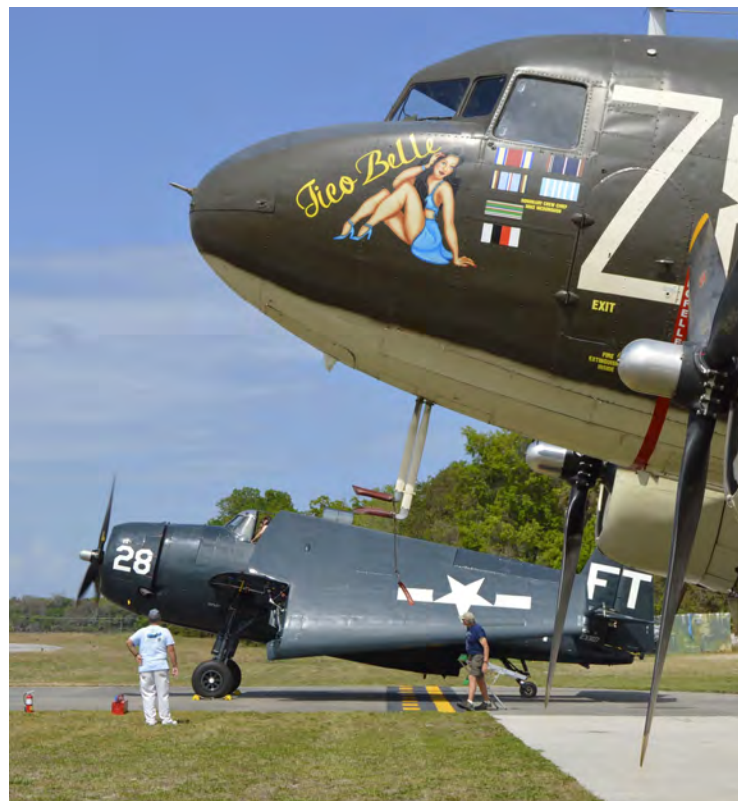
VAC Computer and Network Infrastructure

As some may be aware the VAC's computer and network infrastructure is many years behind current standards. Then you ask why am I involved, good question. Computer networks, fiber optics, data networks and commercial communications are my background so the task fell to me. I often mention the importance of our volunteers. This is another example of how important volunteers are. Recently we had Richard Jones join the ranks of the VAC as our computer and network specialist. Richard is currently working at the Brevard County Clerk's Office as their lead computer support engineer. Richard brought to my attention that we, as a non-profit organization could have access to the Brevard County's surplus computer and network hardware. We are entitled to 10 pieces of equipment per calendar year. After submitting the required documentation Richard evaluated and obtained 5 computers, three network switches, two servers and a very

nice projector and a pull down screen for the projector. Morse Communications provided fiber optic cables (1100 ft.) at a very reduced rate and installed the terminations on the ends of the cable after we installed the cable. Once again I say "thank you" to our volunteers for installing the cable, no easy chore. We are also trialing a new internet connection that is many times faster than our original service. The basic network infrastructure is almost complete. We have fiber optics and network switches in both outlying hangars. When everything is complete we can install network security cameras by simply running a cable to the camera. We will also have wireless access points in every hangar.

I apologize for the length of this article but as I said it has been a busy year. There will be more options available with the completion of the network. Maybe a TV or monitor in the break room announcing coming events with current weather forecast as examples of possibilities. More is to come later. Have a Happy New Year!

Jim Owens, Maintenance Officer



PERSONNEL OFFICER'S REPORT

Hello! As the year comes to a close the focus has now turned solidly to the upcoming AirShow and getting all the printed materials, volunteer support etc ready for the AirShow. As always the success of the show relies on a large and dedicated team of volunteers performing all sorts of tasks on and off the field, from driving our courtesy golf carts, to manning the chalets and tents, trash pickup, staffing the entry gates...the list is long. If you are interested in supporting the 2016 AirShow as a volunteer, please register though the website and someone will be in touch with you in the runup to the show to discuss volunteer assignments.

We continue to expand our internet and social media presence to keep everyone informed almost daily about all the activities at the museum and I encourage

you all to check out the new website at www.valiantaircommand.com and our Facebook Page "Valiant Air Command & TICO Warbird AirShow". We make sure we actively post video, pictures and news from the museum so check it out and see what is going on. As Jim Owens mentions in his report, we in the middle of a significant IT upgrade so we are migrating emails etc. To communicate with the main office please use warbirds@valiantaircommand.com We will be migrating to this email over the next few months.

Our membership numbers are at the highest level they have been in two years and best of all we are seeing a lot of new Family Memberships so it seems the changes and improvements we have been making are really starting to appeal to the next generation of aviators. Looking forward to seeing you at VAC in 2016!

David Rees, Personnel Officer

COCKPIT CORNER



A team from Restoration recently opened the MiG-21 to check on the condition of the cockpit. The picture above gives some sense of how different the Soviet designed cockpits are from their western counterparts, starting with the basic cockpit color!

MIG-21

The MiG-21 is one of the most produced jet fighters in history and has served in many air forces around the world. Capable of reaching over 1300 mph, the Mig 21 is still in service today, 60 years after its first flight on 14th February 1956.

OPERATIONS OFFICER'S REPORT

Hopefully everyone is fully recovered from the Holiday Season, and have started off their New Year well. Now that we are refreshed, and ready to step forward into the breach, Our last quarter had some decent flying opportunities for our Command, with us supporting several valuable events. Tico Belle was heavily used in October. We supported the National Parachute Test Center in Dunnellon in mid-October, with us flying more jump hops than ever before at one event. In the midst of our ops there, we had a mechanical problem which could have ended the weekend prematurely, costing us revenue, as well as possibly stranding our bird over there. Our maintenance team really came through for us though. Tommy Etter came in on his day off, retrieved a spare pump at the VAC, and took it over to Dunnellon to help effect the repair alongside the flight crew. We owe a great deal to him, as well as the crew who took this job on, since it is a good revenue producer for us. Later in the month, we took several birds down to Stuart for their AirShow. As always, it was a spectacular show, and our crews and planes had great fun participating. We were given the opportunity to operate Tico Belle as a jump plane for the Army's Golden Knights on opening day. It went off without a hitch, creating a good impression for us.



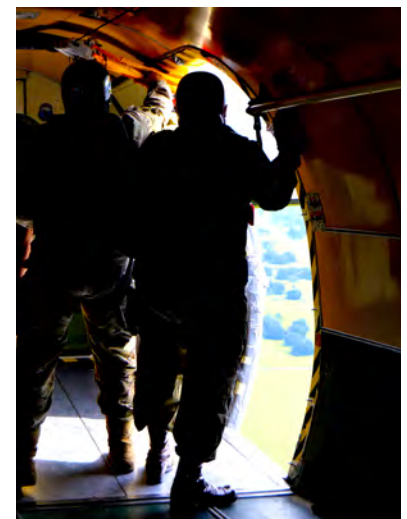
December kicked off with us supporting Patrick AFB on Pearl Harbor Day with the A-4 doing a flyover along the beach. Our biggest event of the season though, was on Christmas Eve Day, as we operated 3 of our aircraft in support of the Surfing Santas on Cocoa Beach. Tico Belle was the main jump plane, with the SNJ and T-28 carrying volunteer photographers. This event garners local and national media attention each year, with them setting a new World's Record this year for the number of Surfing Santas. This event is organized to garner attention and donations for several charities. We provided an additional enhancement for their event by dropping over 40 additional Santas (in parachutes, of course) on the beach. If you use Facebook, you can see some of the photo and video media, as well as

commentary on the event at <https://www.facebook.com/SurfingSantas/>

Our major up-coming event is our own **Tico Warbird AirShow on March 11-13**. This will include the first ever night show in Brevard County on the 11th. **YOU HAVE TO COME!** For those who have never seen a night show, you will be amazed, and those of us who have been to tons of AirShows are still awed and amazed at what our performers do. We are in discussions to provide support to the Tampa Bay Airfest hosted at MacDill AFB the weekend following our own show. In addition, we are orchestrating our largest presence ever at Sun 'n Fun, with us flying a large number of aircraft and crews over to Lakeland for their event starting on April 4th.



Our museum can only grow and be healthy with your support and involvement. You as an individual can make a world of difference, whether it's because of your hard work in showing off our facility as a guide, working your buns off restoring and maintaining our amazing machines, or actually flying our aircraft in support of our events, as well as others. When we take an aircraft down the road, we take extra people to help support the aircraft, whether as a crewmember, or someone who helps out with our PX. This takes time and great effort from you, our volunteers and supporters, and I am truly amazed and thankful for your support. Thank you for all that you do.



PUBLIC RELATIONS OFFICER'S REPORT

I hope you had a wonderful holiday season, and that your "recovery diet" works better than mine has so far.

I'm sure my fellow Directors have told you we're doubling down to prepare for the 2016 AirShow. It's gonna be a Doozy! (Kids, ask your Granddaddy what that means). Wonderful performers, smoke, noise and action everywhere, and an exciting new evening format. Get your tickets now at www.valiantaircommand.com, and also let us know early if you can volunteer to help with the show. Lots of important and fun jobs available...

My part of all that is our media outreach. We've had gratifying discussions with our generous sponsors and funding organizations, and are finalizing our strategy and specific plans. This year, you'll see and hear our ads earlier than you've been used to. We hope you'll like what your organization is doing.

We had an excellent Fall, with several enjoyable fly-in breakfasts, delivery of a massive B-52 cockpit artifact, and a very successful Veteran's Day Weekend Open House. We hosted several events for community organizations (thanks, Virginia and friends), and I had the pleasure of speaking with a number of reporters and TV folks, (who were probably happy to talk with anybody who wasn't running for President).



We all hope you have a wonderful 2016, and that you get to be part of our spectacular Tico Warbirds AirShow!

Ron Davis

Public Relations Officer

PROCUREMENT OFFICER'S REPORT

A-7 WEAPON SYSTEMS – Installing the bomb and missile system attachment features continues. One bomb attach system has been completed. All required parts are in-hand. Assistance by retired Navy A-7 mechanics continues.

L-13 AIRFRAME – Rebuilding of the engine has been completed. It will be installed after the nacelle fairings are up-dated. Progress has been slow due to other programs. Restoration of the right wing will follow. The airplane is available "For Sale" for completing restoration.

B-52 STRATOFORTRESS – Preparing the nose portion of the B-52 for museum display continues. We have asked the Air Force museum contact for the possible loan of the forward landing gear wheels.

DONATIONS - Donations of used hangar equipment, tools, military uniforms and books increased significantly toward the end of the year.

Bob Frazier, Procurement Officer

FROM THE GIFT SHOP

WOW another year has gone by. They (you know THEY) say time flies when your having fun, so we must be having fun.

Hope everyone had a great Holiday and wishing you the very best in 2016.

Another year means we are coming up on the Air Show in just 3 months. I can feel the Stress level starting to rise here.

We still have some great buys in the Gift Shop and some new toys are coming in soon, so stop by and see the smiley faces of Anita & Judy.

Happy Landings, Anita & Judy

AVIATING WITH EVANS

MY LONGEST DAY PART 2

never forget.

The top part of the fuselage behind the cockpit and the plenum chamber doors , a large part of the upper fuselage, were gone. I could see the

the cockpit. I reached in and lifted my parachute/survival pack and maps out of the seat and dropped them into the back of the jeep. Then I leisurely stepped down on the hood and into the seat next to the driver. They



By Unknown or not provided (U.S. National Archives and Records Administration) [Public domain], via Wikimedia Commons

**"THE AREA FROM THE
ENGINE BAY TO THE TAIL
SECTION WAS BLACK
AND WRINKLED..."**

Following my ordeal, which seemed pretty close to a lifetime but was probably no more than 15 minutes, I sat in the small F-80 cockpit and began to relax from what suddenly occurred to me had been a very tense period of time with so many life threatening events trying to take me out of the sky. Finally I opened the canopy and placed my foot on the air intake duct and stepped onto the left wing. The sight that greeted me was one I will

top of the Allison J-33 jet engine and two of the flame tubes had been pulled away from their mounts. The path of the flames indicated their misdirected blast. The area from the engine bay back to the tail section was blackened and wrinkled, as was the inboard portion of the right stabilizer and elevator. While I was trying to accept the fact that this aircraft could actually have continued to run, I noted that a jeep with two men and a weapons carrier with three were pulling up next to my F-80. They drove behind the bird and the weapons carrier stopped. One of the men got out and looked at the tailpipe, shook his head and said something I couldn't hear. Meanwhile the jeep pulled up in front of the the left wing and I noticed it was a Lt. with and Airdrome Officer band on his arm. I stepped down on the hood of the jeep but the A.O asked if I had anything in

seemed anxious to get moving and almost threw me out of the vehicle as they started away from the F-80. It annoyed me but I was so relaxed by this time that nothing was really going to upset me now that I had cheated death once again! When I looked back at my aircraft I realized I could still get mad. I turned and watched as the men in the weapons carrier threw two objects of my faithful F-80 and began speeding away from it. To my horror and disbelief, I watched as my Shooting Star exploded in the cockpit area and, separated into two pieces and began to burn.

I had a hard time believing what I was seeing and I guess my expression told the A.O that he had better explain.

Shouting over the noise of the explosions he explained that the field was under attack and the Chinese were shelling it with artillery. I began to understand what was happening by the time we rushed into the revetment area where I noticed two C-119 cargo aircraft were parked. We sped through the protective concrete and soil revetments until we came to a blockhouse situated well inside their protection.

Inside the Ops Office I met four other pilots who were the crews of the C-119s. They had flown in earlier that day and could not leave once the shelling began. The four F-86s that were taking off as I landed I was told were the last of the 4th Fighter Group who were pulling out and re-deploying to Japan. Having a few minutes to wipe the past events of the afternoon from memory, I began to face several realities. The Base Ops Officer offered to let me ride to Suwon Air Base, about 35-45 miles south of Kimpo in a jeep with them. He admitted they didn't know whether the Chinese had by-passed Kimpo and controlled the roads to the south but they had to evacuate and were heading out as soon as it became dark. The C119s were going to try to fly out at the same time but were heading to their base at Ashiya, Japan. Gathering my thoughts I realized I had a chance of actually getting back to Teagu in time to catch the "Honeymoon Express" C-54 and get back to Misawa and my wife for New Years. One of the Troop Carrier pilots was a Captain and I thought he would be more repetitive to the plight of a fighter pilot who had been in harms way in

defense of our desperately outnumbered ground troops. He could have cared less and was only interested in getting back to Japan for a party that night. I explained they had to fly directly over K-2 but that made little difference to him. I noticed the other pilot, a 2Lt. was interested in how combat in a fighter engaged in ground support missions was flown. It became obvious he wanted to be a fighter pilot but graduated at a time when cargo pilots were needed. He finally admitted that he had mail for K-2 and had flown over it three times. After some effort I talked him into dropping me off if they were able to get off the ground after dark.

In late December dark comes early and with all of the smoke and dust from the shelling it came even earlier. As soon as the Ops folks had loaded all the records in the jeeps, weapons carriers and a 6x6 truck, they took us out to the two C119's. They said they would drive down the runway with their black out lights on and check for shell craters. If the runway was unservicable they would come back and blow up the C119's loading us into their convoy. If the runway was OK they would flash us a signal from the far end and we would be clear to take off.

We made it off the ground safely and I was amazed at all of the room the crew had in their cockpit. The Engineer even served us coffee as we winged our way south-southeast towards Teagu. About 40 miles out I pointed out the glow in the sky which was Teagu, and the pilot started a gentle let down. At about 5,000' and 10 miles from the city, the

black sky around us suddenly exploded in the brilliant trail of large tracers being fired in front of our nose. The pilot immediately pushed the power up to start a climb but I calmed him by acting as though I knew "Night Time Kim". I

"A BURST OF .50 CAL TRACERS STREAMED UP SO CLOSE THEY WERE BETWEEN THE RIGHT ENGINE AND THE CO-PILOTS WINDOW."

said he only fired one burst and to date had not hit anyone. I said to hold our altitude until we were over the city then we could let down and fly out the well lighted road to K-2. We were halfway between the city and K-2 with the gear down and partial flaps when a burst of .50 Cal tracers streamed up so close they were between the right engine and the co-pilots window. I quickly put my hand over the throttle to keep the pilot from adding power and aborting the landing. He didn't even try and completed the pattern and landing.

The tower operator tried to park us across the field from my Fighter Group but when I saw the C-54 sitting on our ramp I was afraid they would leave without me, so I picked up the mic and told them we were supposed to park with the fighters. They agreed and let us park on the fighter ramp where I thanked the crew and told them they could stay in my B.O.Q.

I saw they were loading the C-54 so I ran over and asked a friend to hold it until I could drop off my flying gear, get my bag and come back down to board. The de-briefing officer was not on operations so I told the clerk I would de-brief when I returned. As I hurried through the B.O.Q. answering questions about my experience I grabbed my bag and told a friend to be sure to see the C-119 crew was taken care of. When I climbed aboard the C-54 they closed the door and I grabbed a seat. As we taxied out for take off I answered a few questions from the Squadron Commander and suddenly felt very, very tired. I don't remember any of the long flight but when we were taxiing into the ramp I was awakened by a good friend and he told me he could see a crowd waiting on the ramp. Although it was 0300 in the morning, the wives were all there to meet their "Hero Husbands" coming in for a 1951 New Years Celebration! I was really disappointed when my wife, Evie wasn't there! When we got off the aircraft a couple of the wives rushed up to me, hugged me and kissed me and asked how I came to be on the aircraft. They told me one of the pilots had gotten through on the official phone lines to tell Evie that I was "Missing In Action" and would not be on the flight. When I rang the doorbell and a tearful Evie opened the door you can imagine the celebration we had for the start of 1951!

N. C. Bud Evans



P-80/F-80/T-33 When you are standing in VAC's main-hangar contemplating our Shooting Star "Miss America", you might be tempted to think: "Oh well, just another trainer". The T-33 has a fascinating history, and represents an important step in war-bird evolution. In 1943, The Army Air Force wanted a fighter aircraft that would match Luftwaffe's innovative Messerschmitt Me-262: they wanted America's first operational jet. This required a challenging leap in technology, and they turned to Lockheed.

The resulting P-80 was the brainchild of Lockheed's brilliant designer Clarence "Kelly" Johnson, father of the legendary twin boom P-38 Lightning. In the unbelievable short time of 143 days Lockheed produced a prototype called the P-80, which flew on January 8, 1944. The overall design was somewhat conventional: an all-metal air frame with a slim low straight-wing. Modern features included a tricycle landing gear and a pressurized cockpit under a bubble canopy. The P-80 became the first American aircraft to surpass the speed of 500 mph (in level flight — and maintain it). But the flight test program proved extremely hazardous. Lockheed Chief test pilot Milo Bucham was killed on October 20, 1944 while flying the second prototype. Famous World War II ace Richard Bong was also killed test flying a P-80. The Shooting Star began to enter service in

early 1945, and 45 aircraft were delivered before the war ended (only four fighters actually made it to Europe). However, when the third test pilot Major Fred Borsodi crashed his P-80 during a demonstration flight in England and lost his life, the P-80 was grounded and consequently did not see combat action in WW-II.

After WW-II ended, production continued, although the initial order for 5,000 fighters was reduced to 2,000. When production ended in 1950, in total 1,715 single-seat P-80s and F-80s had been delivered. A Shooting Star designated XP-80R piloted by Colonel Albert Boyd set a speed record of 624 mph (1,003.9 km/h) on June 19 1947. In 1947 the USAAF (Army Air Force) became the US Air Force and the designation P(ursuit)-80 changed into F(ighter)-80. The more powerful F-80C saw combat service in Korea and on November 8, 1950 the first mighty MiG-15 was shot down by a Shooting Star. The MiG-15 was the first operational Soviet jet fighter; it reached high transonic speeds and was highly maneuverable due to 35-degree swept wings. Also, the MiG-15's armament, featuring deadly twin 23mm and one 37mm cannons, was superior to that of the F-80. Not surprisingly, the F-80's fighter role was taken over by the newer swept-wing F-86 Sabre. Consequently the F-80 mission was changed: the Shooting Star had to serve as an *attack* aircraft — a mission for which it was not ideally suited. Unfortunately this mismatch resulted in a high casualty rate: some 277 F-80s were lost during the Korean War.

(P-80/F-80/T-33 continued) Meanwhile, the Air Force asked Lockheed to produce a trainer, which would make it possible to convert experienced *piston* engine WW-II pilots into a new generation of *jet* fighter pilots. The most practical and economic solution was to use the Lockheed F-80 and lengthening its fuselage by three feet to incorporate a second cockpit, featuring double instrumentation, flight controls and pilot seat. The modified fighter became the Lockheed T-33A. First production trainer flew on 12 March 1948 and was affectionately nicknamed the "T-Bird". Between 1948 and 1959 Lockheed built 5,691 trainers. Canada and Japan built an additional 866 T-Birds under license. The T-33A jet-trainer program was a huge success. About 40 nations used the T-33A as their basic jet trainer: it became the most *widely used jet trainer in the world!*

It is important to realize that the T-bird is a very basic aircraft; it featured little automation and no computerization: it has to be flown manually in almost every aspect! It was powered by an Allison J-33 engine, which has a single-stage compressor, and was capable of reaching 600 mph. This first generation jet engine is remarkable inefficient, 75% of it's power is required to drive the compressor, which leaves only 25% dedicated to actual thrust.

The Shooting Star, America's first jet fighter, is an important junction between the end of the second world war and the early cold war. It even played a role in one of America's most famous spy cases! Julius and Ethel Rosenberg, members of the Communist Party, ardent Stalinists, were actively spying for the Soviet Union. Their extensive network of agents was primarily involved in stealing secrets related to America's atomic bomb. However the Soviets were also very keen on finding out more secrets such as technical details about Lockheed's top-secret project: America's first front-line jet fighter. The Rosenbergs provided the Soviet Union with 12,000-pages of blueprints for the P-80 Shooting Star-

airborne radars for nighttime navigation and bombing and other new radar technology. The Rosenbergs were arrested and in a trial convicted on 29 March 1951 of spying for the Soviet Union. The verdict stated that owing to the Rosenberg spy-ring secrets, the USSR was able to vastly accelerate the production of their own atom bomb (first Russian A-bomb detonated in 1949, within five years after the USA). The Rosenbergs were executed on 19 June 1953.

The Shooting Star was an important protagonist of the early Cold War. The T-33A had a long and successful career, and was eventually phased out of USAF active duty in 1960 — but today, fifty-five years later, the T-bird is still flying as a trainer in some developing countries! Sturdy design of the T-bird led to exceptional longevity, as evidenced by the fact that many frames have survived, some airworthy. Private pilots such as our own VAC member Doug Matthews presently fly these. He can frequently be seen taking his Shooting Star out for a "ride"!

Dr. F. J. Erik Kramer



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The operations of the Valiant Air Command are only possible through the generosity of our members, community partners and friends. Please consider maxing a tax-deductible donation or bequest to the museum and help keep us growing and thriving. As a 501(c)3 organization any donation or bequest to the VAC is tax deductible. Please consult your financial advisor to see how your financial planning can help preserve our living history for future generations.

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386-427-1296 vacwarbirds@bellsouth.net



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EXECUTIVE OFFICER

321-432-2011 Bboswell@att.net



JIM OWENS

MAINTENANCE OFFICER

321-482-2928 owens46@cfl.rr.com



BOB FRAZIER

PROCUREMENT OFFICER

561-848-4549 roberthjfrazier@bellsouth.net



NORM DANIELS

FACILITIES OFFICER

321-917-0180 nordan12@aol.com



SHANNON RUBIN

FINANCE OFFICER

321-268-1941 valiantaircommand@gmail.com



RON DAVIS

PUBLIC RELATIONS OFFICER

321-536-4337 publicrelationsofficer@bellsouth.net



DAVID REES

PERSONNEL OFFICER

321-544-4704 vactourguidelead@gmail.com



KARL HOLLY

OPERATIONS OFFICER

321-266-8963 vac.operations@gmail.com



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

We welcome members and volunteers to submit stories for UnScramble. **We reserve the right to edit for content and space. Please limit to 600 words. Send by email ONLY to warbirds@valiantaircommand.com**

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16 Jan Fla Key Lime Pie Fest, Port Canaveral

5 Feb Boomer Bash & Senior Expo at Space Coast Stadium

13 Feb Fly-in Breakfast

11 -13 Mar Tico Warbird AirShow

19-20 Mar Tampa Bay Airfest

CONTACTUS

VALIANT AIR COMMAND

6600 Tico Road , Titusville, FL 32780-8009

Phone (321) 268-1941 ,Fax (321) 268-5969

Website - www.valiantaircommand.com.

Email - warbirds@valiantaircommand.com