



UN-SCRAMBLE



The Official Newsletter of the Valiant Air Command, Inc.
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1st Quarter Review - January, February and March 2017



Home Schooled Hogsed Family get a history lesson up close.

Ezrah (5) - Pilot

Abraham (3) - Gen. MacArthur

Jones (10) - GI Joe

Ari (7) - Nurse

Tarenne Hogsed sure does know how to give her children a history lesson and what better place to do it than The Valiant Air Command Warbird Museum.

WOW!



A near record crowd for the January Fly-in Breakfast



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 - Students 13 to 18 years old \$10.00

Children 5 to 12 years old \$5.00 - Children under 5 years old FREE - Special Tour Rates Available

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 Museum Recognized by the Internal Revenue Service

Future Events • 2nd Quarter • 2017

April 1	April Fool's Day	May 27	Ramadan begins
April 8	Fly-in Breakfast	May 29	Memorial Day
April 10	Passover begins	June 10	Fly-in Breakfast
April 16	Easter	June 14	Flag Day
April 18	Board of Director's Meeting	June 18	Father's Day
May 13	Fly-in Breakfast	June 20	Board of Director's Meeting
May 14	Mother's Day	Check the VAC website for late breaking dates & cancellations	
May 16	Board of Director's Meeting	http://www.valiantaircommand.com	



Commander's Report

Norm Daniels, Commander
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The 2017 Tico Warbird AirShow held March 10/11/12 was an outstanding must-see event. Without our sponsors and member donations, it would not have been possible to mount the air show. What made the show even more successful were the hundreds of man hours our volunteers put into preparations necessary to "open the gates" for those attending the 3-day event. Cooperation from Brevard County Police Department, Fire Department, TICO Airport Authority and officials from the City of Titusville all contributed allowing us to provide a memorable event for AirShow attendees.

The Thunderbirds, as well as other premiere performers, advertising and great weather, contributed to a record attendance. With the size of the crowds, there were some logistical issues with traffic control that will be addressed for the 2018

AirShow. And, yes preparations are already in the works for next year's air show.

More good news: new memberships in the Valiant Air Command have increased over the prior year and renewal of memberships have also increased over the prior year. This speaks volumes as the feedback over the past several months has been most positive. A lot of credit goes to our Tour Guides who engage with visitors 7 days a week.

Our website has been revamped and fine-tuned by volunteer midnight hours to the point that it is easy to navigate and is user-friendly.

Restoration updates: Our English Electric Canberra (as promised and shown below) was completed in time for the air show. It has been restored and painted in the colors of its last duty.

Restoration tasks continue on the

F-100 Super Saber. The B-52 cockpit restoration is nearly complete and initial work on the F11F-1 has begun (this is our commission restoration project from the California Science Center).

Shortly we will be adding another aircraft to our stable. The Air America Foundation has offered, and we have accepted, their C-123 aircraft. We will move this aircraft from its current location at the TICO Airport to the VAC. Over the years, the AAF had completed much restoration. The remaining work to be done is minimal. We are researching the history of this aircraft and will report our findings in the next issue.

Our Gift Shop in the entrance to the museum continues posting record sales. Credit goes to the Gift Shop Staff in merchandise selection and pricing.

The Board of Directors appreciates your continuing support of our Volunteer Organization and welcome comments as to how to better serve our members and the community.





Maintenance Officer's Report

Charlie Hammer, Maintenance Officer
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The first 3 months of 2017 have been exciting for the Tico Belle starting with a trip to Dunnellon, Florida to fly for the Phantom Airborne Brigade. The "Belle" accomplished 13 flights and dropped dozens of Static line paratroopers over a period of 3 days. On February 25th, the "Belle" took a trip to Vero Beach to participate in an auction and dinner intended to raise money for needy children, a truly worthy cause. This trip was a new event for us and it was great fun. I hope we get to do this one again next year. Of course, our busiest time of year is in March, AirShow time. This year the Tico Belle participated fully in the show events starting with a flight on Media day, taking a plane load of invited guests on a flight south down the Indian River and over Port Canaveral. Each day during the 3-day AirShow we dropped the "Leap Frogs," U.S. Navy skydivers who carried the Flag down to open the show. On Saturday, we had the opportunity to do a Champagne Flight with a full load of passengers. We flew over the cruise ships at the port and then took them on a low fly-

by of the Space Shuttle runway. This is only our 2nd Champagne Flight but the passengers loved it. We hope it catches on. Through all this, the Tico Belle operated well. There are no outstanding mechanical issues and the plane continues to live up to her proud heritage.

Most people are aware by now that the A-4 Skyhawk has been sold. We are sad to see her go but the revenue brought in by her sale has allowed us to create a great air show and make many important upgrades to the museum and acquire some needed equipment.

Our next challenge is the TBM Avenger. For the time being, and for display purposes at the air show, we have put the TBM back together even though the work to be done on her engine is not complete. Our next step is to determine which course of action to take and find funding to support that decision.

I am looking forward to the coming year anticipating a few upgrades to the C-47 and with efforts to be made on the TBM, this will be a good year.



John Frederick Hofbauer, age 77, of Daytona Beach Shores, Florida, a former Delta airlines pilot, went West on January 30, 2017. John was a VAC Member since March 1992. His L-4J Grasshopper, Rosie the Rocketeer, is on display in the main hangar. John will be missed.



Rosie the Rocketeer

Laurence T. "Larry" McCabe, age 74, a retired flight engineer, and a resident of Titusville, Florida, passed away at Parrish Medical Center in Titusville on February 16, 2017.



Larry was a long time "Tour Guide" at the Valiant Air Command Warbird Air Museum and will be missed.

FLY-IN; WALK-IN; DRIVE-IN BREAKFAST SPECIAL



Have you seen anything special in our gift shop that you would love to have? Come to our Fly-in; Walk-in; Drive-in Breakfast, have breakfast and you will receive a 20% off coupon to use that day on merchandise only

UN-SCRAMBLE

The Official Newsletter of the Valiant Air Command

The Un-Scramble Team

Phyllis Lilienthal
Lynn Foraker - Lorraine Juhl - Louise Kleba

1st Quarter - Jan, Feb & Mar
Submission deadline - Mar 25th 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.
The Editor reserves the right to not publish submitted items.



Facilities Officer's Report

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We have had a busy Quarter. We held a Baby Shower, 2 Fly-In Breakfasts, and Doc Bixby and Harry McNamara took the C-47 and F-11 down to Bristow's Open House to support their party. Docents Gordon Hewitt, Curt Whitman and Mike Handrahan manned the planes. We launched the C-47 to Dunnellon and Vero Beach. We supported the air show by washing the aircraft, moving them across and back, and manning some of them for the guests. Jim Towe, Roger Johnson, and Joel McGinley guarded the VAC during the show and helped launch the seven aircraft that operated out of the VAC. I supported the Porsche Club visit that was supposed to be 12-15 cars and we got 45 cars and 58 people. The Docents did a great job taking our guests around with most staying over two hours. I had much favorable feedback from the group.

The Facility Crew (when not engaged as the C-47 Crew) worked on the following:

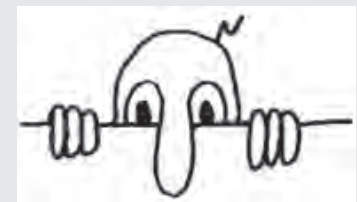
- 1) The Boxer, Harlan, and Scooter tugs were brought to life by Joel, Jim Towe, and Grant.
- 2) Joel replaced batteries in the 1941 Dodge and the Huffer.
- 3) Pete Peterson placed the B-52 on wheels and moved it with the restoration crew's help.
- 4) Terry Nies repaired the lock pins on 5 main hangar doors.
- 5) Tracy cleaned up the F-5 and F-101B of mold.
- 6) ADS installed a new alarm system.
- 7) Richard Jones installed a new phone system.
- 8) Bob James old office was re-done by Charlie Hammer and C-47 crew.
- 9) More ramp cracks were filled over a number of weeks. The two men who did the work were hurting before we finished; it was not needed for the aircraft in the end (no jets at VAC).
- 10) Terry fixed two EXIT signs.
- 11) The AirShow barrels were gathered out of the weeds and the area cleared and cleaned up. Pete Jolly started the effort to junk the junk. Grant Tyler was good at guiding the big forklift to place potentially good equipment on the roof of a container to get it off the ground and save for future use.
- 12) Terry and Grant repaired some of the loose cement along the door tracks.
- 13) Grant and I cemented a loose tie-down for the F-101B.
- 14) The crew helped Richard lay more wires.
- 15) Joel repaired and installed the steering control cylinder in the low-boy tug and adjusted the brakes.
- 16) We modified tow bars for the C-47, F-11 and F-5 (mostly by Grant).
- 17) We made 8 sets of chocks for the T-Birds (mostly by Terry and our new guy Charlie Meyer).
- 18) We fixed a nagging problem on the MiG 15.

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THE BIG MOVE!

What is needed to move and turn a B-52 nose you ask?

The answer...Two tugs, Pete Peterson, Bob Bixby, Terry Nies and a half dozen supervisors.



Kilroy was there too!

Facilities Officer's Report

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- 19) Doc Bixby and Joel brought the C-123 tug and forklift back by the road to the VAC.
- 20) Joel, Jim and Tom Phillips installed the big fork lift's fork control cylinder successfully.
- 21) We worked on two air compressors unsuccessfully, finding more problems to be resolved.
- 22) We got two golf carts ready for the show by swapping batteries. That leaves two down for the count unless we wish to spend \$500 for batteries for each cart (or sell one for funds and room).
- 23) We fixed some more roof leaks. There are still some leaks in the main hangar.
- 24) Tom Phillips replaced an emergency light.
- 25) We washed aircraft for the AirShow. Phil Bettencourt did most of it with Tracy doing the hardest one, the S-2; some of us helped as well.
- 26) Jim, Pete Peterson and Grant did much of the 25-hour work on the C-47 supporting Charlie.
- 27) Some of us helped Richard Jones on further equipment upgrades.
- 28) We had a lot of help moving the aircraft to the other side of the airfield for the show. The Restoration Crew helped as usual. We also had the Docent Crew help. Bob Phillippi, Chuck, Rex, Neil, Keith and others... Thank You!
- 29) We moved (slowly) the man-lift back and forth for the AirShow, but it was not used this year.
- 30) We installed the F-14 strut brace and it worked well.
- 31) Roof repairs have started with the lower main roof first, the larger roof will be a bigger project.
- 32) We started the air show off by fixing a toilet, a urinal and a closet door for Media Day.
- 33) We helped get the A-4C ready to fly out to a new home that can afford to fly it.
- 34) The F-5 fit in the South Hangar (just).

There are many other volunteers I did not mention such as Dick Ellison and Joe Rickle who come down each year to help with the air show, Board Members who helped, Randy Wheeler's Docents who have helped more this year than I remember in the past in daily tasks, and the Restoration Crew(s) and new volunteers such as Charlie Meyer and Marvin Juhl. I apologize if I did not mention someone as there are so many that help and do not ask for recognition, who just pitched in as needed (Bob James, Patti Champion and Lorraine Juhl come to mind). We could not function without the super people who actually do the work. The AirShow really makes it so vital that we recognize how necessary and lucky we are to have so many volunteers, most doing thankless but necessary tasks in the background.

"To Honor the Past, Educate the Future and Preserve Our Heritage"



Two bartenders from Playalinda Brewing made "Happy Hour" happy!



Music by "3's Company" kept us in the happy mood with great music.



And when you thought it couldn't get any better, it did with Chicken Marsala, Roast Beef, Veggies and all the trimmings served by the Wait Staff of "DIYM Catering" under the careful supervision of Chef Matt.

Gift Shop News

Anita, Louise, Lorraine, Rich
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Another year, another great Air Show. The Gift Shop Tent was overflowing with many happy guests. We had the pleasure to meet and chat with many people from all over the world. What a wonderful job we have to be able to do that.

We are in that dry spell between March and May when there aren't any special holidays to commemorate, but don't let that stop you. Come on in, look around, buy an interesting and unique gift for someone special. This might also be the best time to consider a "just because I'm special" gift for yourself. Don't forget...Members get a 10% discount.

We have lots of new items in the Gift Shop and are adding more everyday. Plus, look for "After the Air Show" sale items.



Remember "the only difference between men and boys are the price of their toys" and we have something for all ages and at all prices.



Anita, Louise,
 Lorraine, Rich

These beautiful, unusual, metal wine bottle holders are now on display in the gift shop, sans wine.



\$52.00



\$52.00



Members get a 10% discount
 off everything in the Gift Shop

\$62.00



\$ 106.00



\$60.00

OUR POPULAR 2017 AIR
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 ARE HERE!

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2017
TICO WARBIRO
 AirShow



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 40th
 Anniversary
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Available for
 Men, Women
 & Children

T-SHIRT FRONT



Color: light blue

T-SHIRT BACK

Limited Edition - Will not be reordered

**AirShow Patch
 For Collectors**



Limited Edition
 Will not be reordered

Curator's Corner

Don Leathers, Curator
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The ECM Officer's ejection seat has been removed from the B-52D Training Compartment currently in the Restoration Hangar. The ejection seat is displayed in the Memorabilia area of the Vietnam Hangar. We have positioned the seat facing a framed photo of a B-52D Stratofortress flying in formation during Operation Arc-Light with a U.S. Marine Corp F-4J Phantom II escort. The Bureau Number of the F-4J is 155563.

When a Museum visitor sits down on this seat, he or she will have a very interesting experience while viewing the photo of the two aircraft. They will be informed that the F-4J Phantom II, as seen in the photograph, is displayed within one hundred feet behind them. The markings on the VAC Phantom II were changed at the request of LCDR Douglas Matthews. LCDR Matthews paid for the restoration of this aircraft. The new markings match those of another F-4J that he flew in during his Navy career.



Something you don't see very often



Two Skyhawks parked outside the Vietnam Hangar



Four Biplanes parked on the ramp at VAC

F-8K Crusader

Dr. F. J. Erik Kramer, VAC Historian

In September 1952, the United States Navy announced a requirement for a new fighter. It was to have a top speed of Mach 1.2 at 30,000 ft. (9,144.0 m) with a climb rate of 25,000 ft/min (127.0 m/s), and a landing speed of no more than 100 mph (160 km/h). Korean War experience had demonstrated that 0.50-inch (12.7 mm) machine guns were no longer sufficient and as a result the new fighter was to carry four 20 mm (0.79 in) cannons.

The most innovative aspect of the design was the variable-incidence wing, which pivoted by 7° out of the fuselage on takeoff and landing (not to be confused with variable-sweep wing). This resulted in increased lift due to a greater angle of attack, without compromising forward visibility because the fuselage stayed level. Simultaneously, the lift was augmented by leading-edge slats drooping by 25° and inboard flaps extending to 30°. Power came from the Pratt & Whitney J57 afterburner turbojet, which produced 18,000 lbs of thrust at full power, enough to allow the F-8 to climb straight up in clean configuration. The Crusader was the first jet fighter in U.S. service to reach 1,000 mph. The armament, as specified by the Navy, consisted primarily of four 20 mm (.79 in) autocannon; the Crusader happened to be the last U.S. fighter designed with guns as its primary weapon. Guns were supplemented with a retractable tray with 32 unguided Mk 4/Mk 40 Folding-Fin Aerial Rocket (Mighty Mouse FFARs), and cheek pylons for two guided AIM-9 Sidewinder air-to-air missiles. Vought also presented a tactical reconnaissance version of the aircraft

called the V-382.

In May 1953, the Vought design was declared a winner and Vought received an order for three XF8U-1 prototypes (after adoption of the unified designation system in September 1962, the F8U became the F-8). The first prototype flew on 25 March 1955 with John Konrad at the controls. The aircraft exceeded the speed of sound during its maiden flight. The development was so trouble-free that the second prototype, along with the first production F8U-1, flew on the same day, 30 September 1955. As stated in the introduction, the F8-K crusader was the last U.S. Navy fighter designed with guns as its primary weapon. Missile-only aircraft were at a distinct disadvantage in the environment many thought passé... the dogfight. Crusaders with its guns and highly experienced pilots led to a resurgence in gun-equipped aircraft, and a renewed emphasis on Air Combat Maneuvering procedures. The F-8 obtained the highest kill ratio of any fighter that operated in the Vietnam air war. Other models had more kills, but that was primary due to its numbers. Navy Crusaders flew only from the few small 27-C class carriers: in short, there just weren't many F-8s around.

In total 19 MiG-17 and MiG-21 fighters had been shot down! According to U.S. 1966 records, only 3 F-8's had been lost in aerial combat, all to MiG-17 cannon fire. Since most Marine operations were in the South of Vietnam, Marines had virtually no opportunity to engage MiG's. Though most kills were by Sidewinder missiles, guns were used in many engagements in conjunction

with missile attacks. The F-8 pilots had a choice Phantom drivers envied a choice of guns or missiles. The version RF-8G was the "photo Crusader" and the "Eyes of the fleet". These unarmed photo-birds carried more fuel than the fighters and were slightly more fuel-efficient. RF-8's photo-Crusaders remained in service longer than the fighters, equipping mostly reserve units.

F-8 official records and firsts:

- First fighter exceeding Mach-1 on its maiden flight: 03-25-1955
- First level flight speed record: 1,015.4 mph on 08-21-1956
- First carrier-to-carrier trans-continental flight: 06-06-1957
- First Supersonic transcontinental flight: 07-16-1957
- First non-stop transatlantic flight to a carrier in Mediterranean: 05-17-1958
- First automatic carrier landing: 06-13-1963
- First fighter jet to take off with folded wings from an aircraft carrier: 08-02-1960.

This folded-wing take-off incident happened five times; some pilots even landed with wings folded! As regards to Safety record, Crusader pilots called it: records of "perverse pride". Overall accident rate: 46.70 per 100,000 hrs. For comparison: FA-4: 23 / F-4: 20 / F-14: 9. There are probably many reasons for this high accident rate, but most caused by pilot inadequacy. It was confirmed that the accident statistics of the Crusaders in the fleet was atrocious, proven by the fact that U.S. Navy bought 1,266 Crusaders from Vought, while F-8's experienced no less than 1,106 major accidents. We consider the highlight of Crusader's career its crucial involvement during the Cuban Missile Crisis in 1962. RF-8As flew extremely hazardous low-level photo reconnaissance missions over Cuba with *continued on page X*

F-8K Crusader

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over-flights beginning on 23 October 1962. These were the first true operational flights of the F-8 Crusader. Flights of RF-8As; operating in several pairs of aircraft, with each pair assigned a different target, left Key West twice daily, to fly over Cuba at a low level, then return to Jacksonville, where the film was off-loaded and developed, to be rushed north to the Pentagon. These flights confirmed that the Soviet Union was setting up IRBMs in Cuba. The RF-8As also monitored the withdrawal of the Soviet missiles. To keep score after an over-flight, each aircraft was given a stencil of a dead chicken. The over-flights went on for about six weeks and returned a total of 160,000 images. The pilots who flew these missions all received Distinguished Flying Crosses, while VFP-62 received the prestigious U.S. Navy Unit Commendation.

As far as Crusader's fleet service is concerned the F-8 became a "day fighter", operating off aircraft carriers. Some squadrons operated aircraft for very short periods before being equipped with a newer higher performance aircraft. The Crusader was the first post-Korean War aircraft to have a relatively long tenure with the fleet and like the USAF Republic F-105 Thunderchief, a contemporary design might have stayed in service longer if not for the Vietnam war and resulting attrition from combat and operational losses.

The Crusader was not an easy aircraft to fly and was often unforgiving in carrier landings, where it suffered from yaw instability. Moreover, the poorly designed, castoring nose-undercarriage made steering on the deck problematic. During its early service introduction, F-8 earned a reputation as an

"ensign killer". Not surprisingly, the Crusader's mishap rate was relatively high compared to its contemporaries, the Douglas A-4 Skyhawk and the F-4 Phantom II. However, the aircraft did possess some amazing capabilities, as proved when several Crusader pilots took off with the wings folded. One of these episodes took place on 23 August 1960; a Crusader with the wings folded took off from the Napoli Capodichino Air Base in full afterburner climbed to 5,000 ft (1,500 m) and then returned to land successfully. The pilot, absent-minded but evidently a good "stick man," complained that the control forces were higher than normal! Only a handful of F-8 fighters were lost to enemy fire in Vietnam.

When conflict erupted in the skies over North Vietnam, it was U.S. Navy Crusaders from the USS Hancock that first tangled with Vietnam People's Air Force MiG-17s on 3 April 1965. Although North Vietnam claimed the downing of a Crusader, Lt. Pham Ngoc Lan's gun camera revealed that his cannons had set an F-8 ablaze, but Lieutenant Commander Spence Thomas had managed to land his damaged Crusader at Da-Nang Air Base. At the time, the Crusader was the best dog fighter the United States had against the nimble North Vietnamese MiGs. The U.S. Navy had evolved its "night fighter" role in the air wing to an all-weather interceptor. Some experts believed that the era of the dogfight was a technique of the past, as air-to-air missiles would knock down adversaries well before they could get close enough to engage in dog fighting. As aerial combat ensued over North Vietnam from 1965 to 1968, it became apparent that dog fighting was not over and the F-8 Crusader pilots, trained to prevail in air-to-air combat, became a key ingredient to success. The Crusader also became a

"bomb truck" in the war, with both ship-based U.S. Navy units and land-based U.S. Marine Corps squadrons attacking communist forces in both North and South Vietnam. USMC Crusaders flew only in the south, while U.S. Navy Crusaders flew exclusively from the small Essex-class carriers. Marine Crusaders also operated in close air support missions and had been assigned many complex operational tasks. No wonder one of the nicknames for the F-8 used by the pilots was: "Jack of all Trades".

Crusader introduction took place in March 1957, while Navy retired F-8's in 1976. Photo reconnaissance version left the fleet in 29th March 1987. Last flight by a USN-F8 was on 18th October 1986. Piloted by LCDR, Barry Gabler.

We would like to close this F-8 profile by giving credit to two-lifetime members of VAC, who served in Vietnam as "Crusader drivers". Mel Abbott received his wings in August of 1954 and was the CO of VMF-511 flying F8's when the Vietnam War started. He spent about 8 years on Active Duty and then joined the Reserve Program. In 1979 he retired after having served no less than 28 years in the USMC. Mel flew all versions of the Crusader F-8, except the Photo model. During his career in the Marine Corps he accumulated 1200 plus hours in 9 years and during that time he became the executive Officer of MAG 43, an F8 Air Group. Presently Mel works as a volunteer docent at our Museum.

Captain Larry Sietsma provided the finances to restore our F-8 to prime condition and it is now on display in our Vietnam Hangar. In recognition of Larry's generous contributions, his name was painted on both sides under the F-8 cockpit canopy.



Public Relations Officer's Report

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On February 8, the VAC Sponsored the Titusville Chamber Lunch hosted by Andrei's Restaurant located in the Indian River Preserve Golf Club in Mims, Florida. Andrei's food and service was very good, and they offer specials throughout the week. A good restaurant to visit. The event was well attended and we were able to briefly talk about the Warbird Museum as a major attraction and the upcoming Warbird AirShow.

The 2017 TICO Warbird AirShow was an outstanding event. The Friday afternoon show with the USAF Thunderbirds and the Navy F-18 Tac Demo Team brought the crowd to their feet, and then the night show ending with spectacular fireworks and a 500-foot wall of fire set everyone back in their chairs. Friday's attendance was the largest we have had in years showing that interest in a night show is gaining popularity. It takes a lot of support to host this 3-day event. A special thanks to all the members and volunteers who helped make this

a great show. Also, we could not have had such a successful air show without the strong support of the pilots and crews. Being a part of the air show is much more rewarding than just watching, especially reflecting on the part you did that made it such a success.

We will continue with the Fly-In Breakfast at the Warbird Museum on the second Saturday of each month. The hours are 8-10:30 am. The next fly-in is set for Saturday, April 8th. Members who wish to drive in for the breakfast are welcome.

Our next major event is the Sun 'n Fun International Fly-in and Expo in Lakeland, Florida 4-9 April. This is a large air show packed with FAA Safety Seminars, hands-on how to do it workshops, a seabird splash-in, an early morning large balloon launch, many opportunities to hop a plane ride, a night show and of course daily flight demonstrations. Our C-47 and other aircraft will be participating.



Bruce Jansen was the V.A.C. Gift Bag Winner at Taste of Titusville on 21 March 2017

Would you like to be part of the volunteer restoration crew or how about becoming a Tour Guide? Fill out an application on our website or stop at the Gift Shop and get an application.



The USAF Thunderbird's support C-17 arrives at the museum.



AeroShell's number 3 AT-6 moving down the taxiway for their spectacular evening show.



Executive Officer's Report

Karl Holly, Executive Officer

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"It was the best of times, it was the worst of times..." Stealing a few words from a Charles Dickens classic, "A Tale of Two Cities", gives me an opportunity to share with, as well as congratulate, our great volunteers. If you have any doubts, I'm referring to our last Airshow from just a few days ago. While final bills and revenues are still trickling in, we are quite happy with the financial results of the show. I'm sure our Airshow Director and Finance Director will fill in with more of the details.

We are not so happy with how the organization and planning happened that had problems due to several areas. It was a hard-fought and well-debated decision over whether or not to even have this year's show. That uncertainty led to delays in even starting the organizational meetings and coordination of our very much needed volunteers. We should have been having initial meetings on how to set up the whole organizational structure of personnel late last summer and yet we didn't have a final go/no go decision until December. That really put us behind, but we still were able to put on a successful show. Yes, there was a lot of stress surrounding who would be doing what, and where did you go to get any solutions needed throughout that week. But we did it somehow. Actually, we do know how we did it. We had a lot of people put in huge amounts of time and work to help make our show a success. I am so very proud of our many volunteers, whether they

were people here throughout the year, helping our museum, or the volunteers who come in to help just during the Airshow. Each and every one of you deserves a huge pat on the back, or a "Bravo Zulu" if you have a Navy background. Thank you is inadequate, but you should know that the VAC is better off right now, thanks to your hard work.

As we move forward, we see many areas that need to be improved for our next show. That is why we are also soliciting your inputs on areas that need to be reworked with new solutions and ideas. Don't be shy about it... we want to hear your ideas and concerns. The only way we get better is with solid and constructive critiques and solutions.

The board also just firmed up the dates for our 2018 show, which will be on the 6-8 April weekend. We realize that this affects many of our part-time residents, who are normally headed north by then, so this was not an easy decision. While many factors contributed to this decision, the biggest obstacle is that our competition, the Melbourne show, literally stole our weekend for their show. We felt that having our show on the same dates, or even within a weekend or two, would not be viable. With our new dates, we will be able to market ourselves to the performers as a lead-in show for Sun 'n' Fun, which should enable us to fill out our Warbird ramp, which was thin this year. So while we face a new set of issues, we also have some new

and very exciting opportunities. We hope we will still be able to get your support in putting it on.

With the VAC on much firmer footing, we can now look to improve our facilities, and even grow it a little bit. More details will follow, but I'll start out with the plan to expand our ramp area south of the Vietnam Hangar, as well as wanting to add another hangar further south. This would be a great way to expand our reach into educational areas, which would garner us additional government funding for our facilities. We are also talking with several individuals who would possibly be interested in helping sponsor our growth. These are both only plans on the table, subject to modification, and requiring us to find some solid funding to help back us up, but it is exciting to be able to talk about a brighter future for our organization.

Our organization's success is directly attributable to our volunteers and workers. In other words, you... look in the mirror, and right next to you, while walking around the hangar. These people are the reason for our growing success.

We have a group over in Lakeland right now, showing off your museum and aircraft. So if you come to Sun 'n' Fun, be sure to look us up. We are in a superb location, right in the middle of the Warbird ramp and next to approximately 30 P-51s. Please stop by for a chat, a cold water, and even a little AC in the motor coach I rented as our Command Post. Come celebrate being part of a great team.



Operations Officer's Report

Mark Adema, Operations Officer
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Now that's what I call an Airshow!!!! Excellent crowds, weather, performers, members and volunteers.

Crowds....we had record crowds. I walked the crowds and heard the excitement of the lineup and improvements we have made. Many of our performers took the time to interact directly with our guests and I want to thank them for that.

Weather...we had perfect weather. This year the winds stayed light and all performers, including the WW1 guys, got to enjoy. Sunday's forecast had us move up and slightly shorten the show. I apologize that the members flying was canceled on Sunday.

Performers....perfect line up for the day and night shows. Thank you all for attending our show and look forward to seeing you next year.

Members....I love seeing member's aircraft supporting our show. Thanks for those that came in and

for those that flew in the show. Missed most of the T-28 guys this year and look forward to seeing you next year.

Volunteers.....could not have done it without you. It was tiring. It was hot. It was hectic. It was worth it! Special thanks to the people working the flight line and pilot tent. Your professionalism, skills and hard work were very much noted.

Now that's what I call an airplane!!! The C-47 has been true to her hero status: performing perfectly at a Vero Beach event, for which we were paid to be the backdrop to a fund-raising dinner in support of troubled teens, the flag drop and passenger flight at the show and our first champagne flight started slow but ended with rave reviews.

Also up and coming:

- April 3-9 Sun 'n' Fun - C-47 will be static and parachute jumps for the week.
- April 11 Cape Canaveral - C-47 will represent the VAC at the safety

seminar.

The focus is back on the TBM Avenger as we begin a campaign to help fund the remainder of items to fix or complete. Let's get her flying again.

The A-4 has been sold due to lack of funds and crews to keep her flying. I miss her.

I'd like to address the misconception concerning the larger than normal FAA presence at our show his year. We were briefed beforehand that there would be extra inspectors because they were conducting training. For some reason that morphed into the FAA was planning an all-out ambush. As expected this was not the case. As expected our regular inspectors were just as professional and courteous as they are each year. As expected it was only a training session for the new inspectors. As expected no one had any issues.

Thanks again to all the participating members and volunteers. Looking forward to an active summer of flying.

Power push, Gear down.



Nancy Evans was the winner of 2 VAC Museum Tickets at the Taste of Titusville on March 21st.



Genie and Jim Owens will be moving to the Tallahassee area. Thank you for all you have done for the VAC. You will be sorely missed!

Procurement Officer's Report

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RECENT ACTIVITY - New actions has slowed recently with the planning and organizing for the VAC's AirShow.

F-100 ENGINE - Work is proceeding slowly on restoring the engine for Museum display.

DONATIONS - Continued at a high level as a significant number of new model aircraft, and some very meaningful aviation artwork, and minor aircraft components.

Photos from Friday's Air Show



Four AT-6's in formation



Flying through the smoke makes an interesting photo



Flight Line Marshals



Flight Line Leader, Art Pylar, getting some respect



The Red Baron is going to try to shoot Snoopy down!



The end of a fantastic air show with fireworks

1st Quarter Review - January, February, March 2017



Saturday AirShow attendance must have set a record...what a crowd!



Twin Tigers performing at the Friday evening show



Class of '45 performing at the Saturday show



The Thunderbirds ground support C-17 taking off on runway 18/36; about a quarter of the runway was used!

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