



UN-SCRAMBLE



The Official Newsletter of the Valiant Air Command, Inc.
6600 Tico Road, Titusville, FL 32780 - (321) 268-1941
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1st Quarter Review - January, February and March 2019

Jet Truck, Homewrecker, catches fire just before the Jet Truck vs. Plane race.



They say a picture is worth a thousand words. Nothing could be truer than this photo captured by VAC Photographer, Larry Titchenal, at the Sunday AirShow. Jerry McCart, the Jet Truck Owner/Driver, watches in disbelief as the airport fire truck puts out the blazing jet truck.



The P-40 circled, until Jerry was out



Jerry is climbing out



Jerry is OK

MUSEUM AND GIFT SHOP - OPEN 7 DAYS A WEEK - 9AM TO 5PM

Closed Thanksgiving, Christmas and New Year's Day

Adults \$20.00 - Senior 60+ 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 Group 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 • 2019

April 13	Fly-in / Drive-in 8:00 to 10:30	June 8	Fly-in / Drive-in 8:00 to 10:30
April 16	VAC BOD meeting - Noon	June 18	VAC BOD meeting - Noon
May 11	Fly-in / Drive-in 8:00 to 10:30	Check the VAC website for last minute changes and/or additions (www.valiantaircommand.com)	
May 21	VAC BOD meeting - Noon		



Commander's Report

Norm Daniels, Commander
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The first quarter of 2019 showed an increase in visitors vs. prior year with a large number from other countries. Advertising in publications that reach other countries is paying off. We also experienced many repeat visitors as noted in letters and emails complementing our tour guides. Sales of merchandise also increased thanks to the PX team. In short, your museum is very healthy.

This year we are introducing the VAC STEM PROGRAM which will give young people a chance to utilize Science, Technology, Engineering and Math in hands-on experiences. This program will be at no cost to the participants. More about this later in the Unscramble.

The United States Naval Museum has offered the VAC two aircraft. One is completely restored and one requires restoration. Unfortunately, we are out of space in our two display hangars and the Restoration Hangar is already stretched for space with aircraft in the restoration process.

The VAC has recognized the need for additional hangar space and is in the process of designing not only a new hangar and a large concrete pad, we are also designing a climate controlled event center capable of handling 500 people that will also contain a limited food service menu. The VAC has events already booked for 2020. Yes, we will be calling on members and

others to support the expansion.

We have been fielding questions from members and guests about the 75th anniversary of the Normandy Invasion and if we are going to participate this summer. Approximately a year and a half ago DAK's Over Normandy Group from England approached us and others who have C-47 survivor aircraft to invite participation in this event. It was prefaced with information that ample sponsorship funding would be made available; unfortunately, this did not transpire and we stopped the planning process.

Several months ago our members began contacting firms who would be interested in sponsoring our C-47 for the Normandy event. So far we have had some indication that funding may be available and we are exploring. We estimate the total cost to be in the neighborhood of \$300,000 which includes: a spare engine, carburetor, magneto, various hydraulic pumps, tires and other spare parts as well as insurance, fuel/oil, lodging, food and safety equipment. The Board of Directors supports the project only if fully funded. The project would take the TICO BELLE from Titusville to England, France and on to Germany for the proposed reenactment of the Berlin Air Lift and return to Titusville.

Our annual Airshow held this year March 15, 16 and 17 was a financial disappointment. Online

early ticket sales were trending nicely. Poor weather forecasts for Saturday and Sunday severely impacted gate sales. The show that Bob Boswell created was impressive with activity in the air all day long and Friday night's show was spectacular. The show program created by Phyllis Lilienthal and Peter Stetson was impressive as well.

Jem Golden, Curator, has been busy with taking the inventory of some 8,000 items and refreshing our memorabilia exhibits. Many of our exhibits have already been completed with many other projects being scheduled.

Your volunteer Board of Directors are to be commended for their dedication to maintaining the VAC and all of its parts and pieces. A few aircraft specific museums have closed in the past two years and it appears that a few others may also close. We are in a very strong position to maintain and grow our base. I thank all the members and volunteers for their continuing support with a special thanks to the Museum Guides that make our visitors happy to return and recommending our museum to their friends.



The Official Newsletter of the Valiant Air Command

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

Tom Etter, Facilities Officer
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This last quarter has gone fast. We have spent much of our crew's time on the TBM and C-47 getting them ready to fly. We have also moved aircraft around for many parties. We have spent much time getting ready for the Air Show and moving aircraft across and back and responding to the needs of the show. We added nitrogen to a number of aircraft tires and changed one tire on the F-14 to get ready. There is an F-11 tire giving us trouble this week. We had some tug issues during the air show but all were kept up and running by Joel, Grant and Roger.

We are very lucky having the many groups that get the show ready for the weeks prior to the show and the week after. Tom Wilke got the grounds ready for the show. We have Pat and John as a team in themselves. The Restoration crews help move the aircraft and present them and the C-47 crew move the planes and show them off. Of course, we have hundreds of volunteers that actually put the show on but I am talking about the

groups that work for an extended time prior and after the show (the people I interact with all year long). It would be wonderful if we could capture some of the 200 volunteers' energy expended during the show and spread it across the rest of the year. Our volunteers who set up the parties and parking are stretched. I am amazed we have not worn them out.

We have guest aircraft in our hangars. The P-51, F4U, and A-1 Skyraider are super planes to have in our hangars if only for a short period of time.

Since the Air Show dominated my crew's time this last quarter, we will shift back to the C-47, TBM, and the facilities issues in the next quarter. There is a brief period where we still have our Northern Volunteers before they return North.

We have started that this week covering the fencing with tarps, moving steel engine mounts onto the new container roof, placed the sign bricks onto a storage container, Doc Bixby moved some

missile rails close to Restoration with the crane and we pulled an old a/c fuel tank out of the weeds for restoration and display. Grant Tyler worked on two air tank systems for more efficient use in the future. Charlie Meyer used the crane to move the UH-1 hulk to the special spot behind Restoration so Jim Towe can salvage equipment off it. Bob Munsey, Pete Peterson, Joel and Roger cleaned the Restoration hangar during the air show.

I would be remiss if I did not mention Lenny, Roger Johnson and Terry Nies who have been part of everything mentioned above as unsung heroes helping the VAC get everything done on a daily basis without complaint. When we get in trouble we call on Charlie Hammer and Pete Peterson who can make anything fit or work. We are looking forward to when Harry MacNamara can rejoin us showing off the C-47.

Again, we are so lucky to have all the volunteers that give freely of their time at the VAC.

A couple of attractions for the "Kids" to enjoy before the Air Show starts.





Maintenance Officer's Report

Marvin Juhl, Maintenance Officer
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I can see that there are some who have made their New Year's resolutions by signing up as a volunteer in many different needed areas. Many thanks! But as summer approaches many of our volunteers head north to what they believe is cooler weather. So what is needed is more volunteers to help fill the gaps. Don't be bashful, come take a look around and perhaps say "Yes, I'd like to help in that area".

The maintenance department has been very busy working on all different types of aircraft. To start with the TBM got much done as in getting fourteen overhauled engine cylinders installed, the oil cooler flushed and cleaned as well as the oil tank. We even installed a new filter system to help keep the oil cooler and tank clean. This in return helps keep the engine clean. Engine run-up check-out should be accomplished by the time this newsletter reaches you. Bottom line is it's getting closer to flight test, but it will not be pushed or rushed into. One step at a time.

TICO BELLE has some repairs as well as preventive inspection which is also needed. Repairs, or I should say preventive maintenance, to the main landing gear struts (4) with new packing seals installed after a complete cleaning and inspection, a job well worth getting accomplished. Additionally, we adjusted the intake and exhaust valves and even adjusted the carburetor on the number one engine. We found that the exhaust stack had cracks which condemned the stack, had to be replaced with a

serviceable one. What a sweet running engine. We think now we'll do the same on number two engine. Every time we do a little something to her, it shows up in her performance and in the volunteer maintenance performance.

In the restoration hangar, we have currently four aircraft under restoration our volunteer maintenance personnel are working on. The F-14 Tomcat is going through a complete paint job, that requires a lot of sanding (big aircraft) and some minor repair work on corrosion. Just recently though, we had to change the right main tire; that was not an easy job as one had thought. The F-14 paint job is coming along great. It will be a sharp looking masterpiece when it's done.

Now for the F-11; it's completely torn apart. The crew working on her are very dedicated in its repair. They tell me that they know what they are doing, I keep scratching my head hoping that they know what they're doing. Well, I'm sure they do, they're a very dedicated crew with a lot of expertise.

The other two aircraft are the Huey helicopters (UH-1). One of them will be a simulator for all to sit in and to admire its historic achievements. The other Huey will be completely restored to flying condition as it was in the Vietnam War. Will it fly? That's a big expense with a big question mark.

We have aircraft waiting in line for restoration. Bottom line is, more volunteers are needed.



Ray Borza

It is with great sorrow that we announce the passing of one of our members, Ray Borza.

Ray was a volunteer at the Valiant Air Command Museum.

There will be a Celebration of Ray's life in his hometown of Pittsburgh in the summer of 2019.

Deborah Wright Trachtman

Deborah Wright Trachtman passed away on March 4, 2019 in Melbourne, Florida.

Deborah's husband, Jerry Trachtman, has been our legal advisor and Warbird Airshow Announcer for 30 years.

Jeanne F. Henderscheid

Jeanne F. Henderscheid passed away peacefully at home on Sunday, March 24th, 2019.



She enjoyed being retired, traveling the world and volunteering at the Tico Air Museum.

Memorial donations may be given in memory of Jeanne to Hospice of Health First Health First Foundation, 1350 South Hickory Street, Melbourne, FL 32901 or online at hfgive.org designated to Hospice of Health First.

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.

Gift Shop News

Anita, Louise, Lorraine, Rich
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Our AirShow t-shirts were very popular this year. Due to the demand, we've restocked. If you haven't picked yours up yet, this is the time to stop into the PX and get one before they're gone again. What a great "just because" or souvenir gift idea, or to mark a

special occasion. For the summer, we are also carrying a drone with an unusual design and have just stocked in a remote-control helicopter model. Of course, our popular 20% Off Sale table has new items to choose from each month. You never know what you'll find to entertain that inner child we all enjoy. Have a wonderful Spring!

Anita, Louise, Lorraine, Rich



Happy Birthday Tracy!

Tracy, the VAC Bean-Counter, was honored with a Birthday Cake February 19th.



In The Restoration Hangar



Our F-14 Tomcat has been painted. She will make her grand appearance as soon as she gets all new decals. Looking good!

It is not hard to see why the Space Coast Region Porsche Club picked our TA-4 Skyhawk as "People's Choice - Best Plane" when they toured the museum in March.



Correspondence

January 15, 2019

To: Norm Daniels,
Valiant Air Command

From: Carol Mikos,
Anchorage, AK

Re: Caroline Mary Mumm C-47

Traveling provides one with many gratifying and unexpected surprises. My trip to the Valiant Air Command Aviation Museum in early January provided me with one of those special experiences. It is such a beautiful facility and so nice to have a museum that one can become "up close and personal" with the planes and many of the individuals that worked on and flew these planes. The volunteers are amazingly dedicated and so knowledgeable about the history of aviation and of the planes at the facility. Many of the volunteers had such interesting aviation stories and histories of their own related to aviation. My highlight was seeing the C-47. No one could prepare me for the experience I had on

board of this beautifully cared for plane. It was the first time I had ever been close to a plane that I realized my mother, Caroline Mary Mumm had helped build. In 1936, at the age of 19, my mother moved to Long Beach, California and went to work for Douglas Aircraft. Her brother-in-law William Brown was a machinist for Douglas, and persuaded my mother who lived in rural South Dakota to make the long trip to California. She stayed with her older sister and brother in law for many of the war years. She worked on the assembly lines and eventually persuaded management to allow her and another group of women to run the pneumatic presses. My mother figured out a way or a "process" in which to double the output capacity of those presses. She eventually got promoted to "Lead Lady" in her department. She was so proud of her time at Douglas Aircraft and often talked about the C-47 and the B-17. Standing inside of the C-47 was an emotional experience for both my son and I. To see, feel, and touch a plane that I knew my mother had a part in building, was one of the highlights of my Florida vacation. Thank you for your dedication to keep it flying!

Carol Mikos

VAC WARBIRD AIR MUSEUM TOUR GUIDE MEETING PHOTO

JANUARY 26, 2019



L to R: 1 – Jerry Kerr, 2 – Bill Bentz, 3 – Jeremiah Turcat, 4 – Kevin Dye, 5 – Bill Brown, 6 – Don Henry, 7 – Mel Abbott, 8 – Carl Braun, 9 – George Moruska, 10 – Gordon Hewitt, 11 – Alfred Meier, 12 – Cecil Berry, 13 – Jim Cochran, 14 – Steve Falusi, 15 – Curt Whitman, 16 – Larry Anders, 17 – Bob Behling, 18 – Fred Anderson, 19 – David Hart, 20 – Larry Champion

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Warbird Air Museum

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- Bacon • Sausage • Fresh Fruit •
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 Warbird Air Museum, 6600 Tico Rd, Titusville, FL
 (321) 268-1941 • www.valiantaircommand.com

• Fly-in •
 Warbird Air Museum • Space Coast Regional Airport • KTIK

* Children (5-12): breakfast \$12, no breakfast \$5 - no sharing food - Wristbands will be issued
 ** Check the Valiant Air Command's official website or call the day before to check for any cancellations
www.valiantaircommand.com • (321) 268-1941



An AirCam kit plane joined us for breakfast



This rare 1942 Grumman G44 Widgeon flew in; you never know what will come in for breakfast

Our Fly-in/Drive-in is getting to be very popular. Where were you!

Check out our latest addition while you are here



This restored WWII Half Track is on loan from Joe Reus. It came in on a flat bed trailer, driven onto a tow truck with a tilt bed, and then driven off. Whew!!!



The half track just made the transition from the flat bed trailer to the tow truck.

F-4 PHANTOM II

Dr. F. J. Erik Kramer, VAC Historian

The Phantom II claimed its rightful place in the Vietnam Hangar after a thorough restoration. Developed from an unsuccessful F-8 Crusader, the Phantom was procured as an all-weather fleet defense interceptor. Contrary to fighters featuring one-man cockpits and single engines, this long-range supersonic jet interceptor aircraft/fighter bomber was configured with two seats, two engines and armament consisting only of missiles. The Phantom was originally developed for the US-NAVY. The Phantom, built by McDonnell Douglas, was famous because it became one of the worlds most effective and feared fighters. This reputation was built up through successful missions in Vietnam, where it was the superior fighter jet, also active in the Gulf war, and Arab/Israel conflict.

The Phantom was still a very new warplane when the US became involved in Vietnam, where it slipped from being a small-scale semi-clandestine COIN-operation to an overt US military presence. A counter-insurgency or (COIN) is defined by the United States Department of State as “comprehensive civilian and military efforts taken to simultaneously defeat and contain insurgency and address its root causes”. Vietnam became quickly a tough testing ground for the aircraft and its crew. After a six months testing period during which McDonnell Douglas was able to solve all operational problems, aircraft systems worked satisfactorily, even the new high-tech radar. The performance of the

Phantom was outstanding; service introduction was commendably rapid. The radar and missile armament was far ahead of anything the USAF had before.

The F-4 soon demonstrated outstanding reliability and robustness, coupled with impeccable handling characteristics. The Phantom’s potential as a multi-role warplane was quickly recognized, both by the NAVY and by new customers, including the USAF, who swallowed their pride and ordered a ...Navy plane! Today we can conclude that the F-4 Phantom II became the standard against which every other fighter of its generation would be measured. For nearly four decades of service in the military. The Phantom performed every combat task thrown at it—almost every mission ever defined.

The NAVY concept of air superiority was a two-seat aircraft high altitude interceptor, capable to neutralize the threat Soviet bombers posed to America’s new fleet of Forrestal-class super-carriers.

The Phantom II of which 5,200 were built represented the largest production run of a western fighter since the F-86 Sabre: served in 13 air forces and carried out a wide range of military missions in its career. It racked up at least 320 aerial victories worldwide. The Phantom with a top speed of over Mach 2.2 was bigger, heavier and more complex than carrier-based aircraft of its era and at first, intimidated some of the maintenance personnel. The aircraft could carry 18,000 pounds

of weapons on nine external hardpoints, including air-to-air missiles including, air-to-ground missiles and a variety of bombs. Like other interceptors of its time, the F-4 was designed without an internal cannon. Later models incorporated an M61 Vulcan rotary cannon. Beginning in 1959, it set 15 world records.

First flight was eventually accomplished on 27 May 1958, with test pilot Bob Lithe doing the honors. The F-4H-1 prototype was lost in a crash in October 1959, killing test pilot Gerald Haeslbeck. With Navy cooperation, Mc Donnell now set forth to establish a dramatic series of speed and altitude records attempts. On 6 December 1959 Commander L.E. Flint Jr. flew the second F4H-1 to the absolute, new world altitude record of 98,560 feet!

The F-4E version was a great success: the testimony is the fact that more than 30 years after entering active service, there still remain around 1,500 of the 5,201 Phantoms built. Since 1980 only little changes have been introduced. One of the major events that also helped to make the Phantom-II such a great aircraft was the widespread introduction of computers and the micro-electronic revolution, that allowed many kinds of information to be stored and processed for display in the cockpit, which provided electronic control of weapons performance, providing reliable navigation information, accurate weapon delivery, flight navigation assistance and collecting air data. Additional computers were integrated to do tasks far more advanced than the capabilities of the old individual instruments and controls. *continued on page 9*

F-4 PHANTOM II

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When Phantom passed the top of its career, various parties got the idea of putting new radar, engine and avionics into existing Phantoms and by doing so markedly increasing their capabilities. The Japanese, Israelis, Korean Air Force and Germany all had their own ideas of upgrading the Phantom. The Boeing Military Airplane Company (BMAC) made a heavy investment into its plan for a "Super Phantom". This plan involved two dozens modifications, like upgrading engines, fuel tanks and replacing the radar. This ambitious plan was kept active until early 1986 but was never adopted, because it would have taken away necessary funding from the newer F-15 and F-16 fighters already in the pipeline. The last Phantom left the service 31 October 1989.

To neutralize Saddam Hussein's SAM Radars, the F-4G advanced Wild Weasel was not merely the weapon of choice: it was the only choice! Thirty-four years after the first flight of the Phantom and 17 years after the development of the F-15, F-16 and Wild Weasel's became fully operational, while the F/A-18 Hornet did not even exist, it was the Phantom or nothing!

In air combat, the Phantom's greatest advantage was its thrust, which permitted a skilled pilot to engage and disengage from the fight at will. As a massive fighter aircraft designed to fire radar-guided missiles from beyond visual range, it lacked the agility of its Soviet opponents and was subject to adverse yaw during hard maneuvering. Although subject to irrecoverable spins during aileron rolls, pilots reported the aircraft to be very communicative and easy to fly on the edge of its performance envelope. In 1972, the F-4E model was upgraded with leading edge slats on the wing, greatly improving high angle of attack maneuverability at the expense of top speed.

Phantom II production ended in the United States in 1979 after 5,195 had been built (5,057 by McDonnell Douglas and 138 in Japan by Mitsubishi). Of these, 2,874 went to the USAF, 1,264 to the Navy and Marine Corps, and the rest to foreign customers. As of 2008, 631 Phantoms were still in service worldwide. While Phantoms also were in use as a target drone (specifically QF-4Cs) operated by the U.S. military until 21 December 2016, the date when the Air Force

officially ended use of the type.

After a long career, the Phantom had to be retired from US-Navy service. The date was set for the Phantom to perform her last "Trap", that is to say, her last landing on an aircraft carrier. The Last "Trap", is Navy slang for an arrested guided landing on a carrier. In a bittersweet instant, that may have caused a strong man to shed tears, the last carrier landing-ever-by a Phantom was accomplished on 18 October 1986 by an F-4S of Naval Air Reserve Squadron VF-202 "Super hearts". The deck was USS America's CV-66. With this last successful "Trap" by a ready tail hook, the carrier-based Phantom became history.

General characteristics

Crew: 2

Length: 63 ft 0 in (19.2 m)

Wingspan: 38 ft 5 in (11.7 m)

Height: 16 ft 5 in (5 m) Wing area: 530 sq ft (49.2 m²)

Empty weight: 30,328 lb (13,757 kg)

Max takeoff weight: 61,795 lb (28,030 kg)

Powerplant: 2 × General Electric J79-GE-17A afterburning turbojet engines, 11,905 lbf (52thrust each dry, 17,845 lbf (79.38 kN) with afterburner

Performance

Maximum speed: Mach 2.23

Cruise speed: 584 mph (940 km/h)

Combat range: 367 nmi; 423 mi (680 km)

Service ceiling: 60,000 ft (18,000 m)

Rate of climb: 41,300 ft/min (210 m/s)

Armament

20mm Gun pod: Various missiles like Air to Air, Air to Ground, sparrow and sidewinders.



This beautifully restored F-4J is on display at The Valiant Air Command's Warbird Museum

Project Buggy

By Larry Champion

In the last issue of the Unscramble, I discussed sampling the nuclear cloud produced by the Cabriolet test for the Project Plowshare program. The Plowshare program was conceived as an opportunity to use nuclear explosives for peaceful construction purposes. I was involved in two of the tests, Cabriolet and Buggy. In this issue, I will describe how we worked the second of the two tests.

Project Buggy was intended to demonstrate the capability to build a canal or ditch using a row of nuclear devices. In this case, scientists buried 5 nuclear devices in a row. The resulting crater was 65 feet deep and 254 feet wide by 810 feet long.

We flew the Project Buggy missions on the 12th of March, 1968. There were a few changes to our test procedures after the Cabriolet test. We deployed to the same auxiliary base at Indian Springs, Nevada, a few weeks early and ran many practice runs over the blast site. One of our tasks was to identify an area where we could orbit during the countdown before the blast. The detonation time was scheduled to occur just after sunrise, so the orbit would be flown during the hours of darkness.

Because this was a "row shot", we were to penetrate the cloud in two flights of five-ship line-abreast formations which created another level of danger. Another change from the earlier mission was that the scientists were using the new laser technology to determine certain details about the cloud. Because of the danger to

our eyes, we had to wear dark red goggles during the cloud penetration. We didn't learn about the laser activity until just a couple of days before the test, so many of our practice runs were performed without the goggles.

The blast site was about 10-15 miles from the intersection of two highways at Lathrop Wells, Nevada. While orbiting the intersection during one of the original daylight training missions, we noted a house that had a flashing red airport beacon on the roof. That seemed to be an ideal anchor point for our orbit, so we plotted a course from the beacon to the blast site and ran a few test runs from there for timing purposes. We were told that we needed several minutes for the larger debris to settle to the ground and that beacon was the perfect starting point.

We later learned that the beacon was on the roof of one of Nevada's infamous "houses of ill repute". After we learned the reason for the red light beacon, we changed our orbit altitude to about 500 feet over the beacon/house. We later joked about waking up the ladies with an alarm clock consisting two flights of five jet bombers orbiting at 500 feet above the house at 5 am during several test runs.

Our test runs lasted about 2 hours and started with a few orbits over the beacon light and then we flew a compass heading straight toward the blast site and through the imaginary cloud, then repeat again and again. One of the added complications caused by the laser goggles was *continued on pg 11*

Suncoast Porsche Club

March 3rd, 60 cars and 100 people visited the Warbird museum. The group voted the TA-4 Skyhawk their favorite aircraft; the B-52 cockpit was also a big hit. A trophy was given to the museum thanking them for hosting the Club. *(photo page 5)*

A good time was had by all as they displayed their vehicles, visited, had lunch and toured the museum. The Club is planning to come again next year.

Pizza and drink was made available to the Tour Guides and Volunteers who worked the Club's visit.



Eye Candy

Project Buggy

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that we couldn't see the red beacon while wearing the goggles, so we had to remember to don them on the inbound leg to the cloud.

On the day of the test, weather conditions delayed the time of the blasts until around noon, so we didn't take off until an hour before the newly scheduled time. We couldn't perform the 5 am alarm clock routine on mission day.

The test went as expected with one interesting aspect. Because the cloud was quite wide, the scientists decided that we should penetrate the cloud in line abreast formation. Five jets wingtip-to-wingtip through the dirt and dust cloud. We flew in a rather close formation, not Thunderbirds close, but quite close. As soon as we entered the cloud, visibility went

down to zero, so we just flew a constant heading and altitude until we exited the cloud. After the mission, we were told that one of the pilots didn't maintain the correct heading and actually crossed paths with his wingman while inside the cloud. They wouldn't tell us which one it was, or even which of the two flights of five he was in. I'm sure he and his wingman knew, but it was not discussed in the final mission report. It was one of those "whew moments" not to be discussed. We did discuss the potential problem of a collision and ejection into the radioactive crater during our many training missions.

After the mission was complete, we landed back at Indian Springs and went through the post-mission ritual as described in the last issue.



The craters in the upper left are from the "Buggy" test and the single crater at the lower right is the "Cabriolet" crater.

COMING SOON

The Valiant Air Command is proud to announce that we will be participating in STEM.

STEM education is the intentional integration of science, technology, engineering, and mathematics, and their associated practices to create a student-centered learning environment in which students investigate and engineer solutions to problems, and construct evidence-based explanations of real-world phenomena with a focus on a student's social, emotional, physical, and academic needs through shared contributions of schools, families, and community partners.



Science, Technology, Engineering, and Mathematics (STEM) education is critical to ongoing economic success in Florida. Nationwide, growth in STEM careers outpaces that of any other occupational category. In addition STEM careers offer higher beginning salaries and more career earning potential than most other fields.

Today's careers require STEM skills at all levels of employment from service industries to engineering. Young adults who do not possess high level skills in mathematics, science and technology are at a significant career disadvantage not only because of the tremendous opportunities for high-wage, high-demand STEM careers, but also because these skills are vital for success in other industry sectors.

For more information: www.valiantaircommand.com/STEM

JAPANESE CONCENTRATION CAMP TJIDENG 1942-1945

Dr. F. J. Erik Kramer, VAC Historian

The objects pictured at the end of this article became historic, considering they were actually used in 1942-1945. Seventy-seven years ago the Dutch Navy and Army surrendered to the Japanese High Command after they lost the Java Sea battle and the land-battle after eight days of fighting at Java and Sumatra. These two big islands were part of the Dutch East Indies, after becoming an independent state in 1949, presently known as Indonesia.

When the Japanese Empire, without any warning, attacked Hawaii the USA declared war on Japan, which decision immediately was followed by the Kingdom of the Netherlands.

During the war in Asia and the Pacific, the Japanese locked hundreds of thousands of civilian non-combatants into concentration camps for almost four years, without any consideration to due process, the Law, international treaties, morality, or humanity and in Camp Tjideng, they killed one in five of their victims.

The full horror experienced by Japan's wartime civilian camp victims still has yet to be depicted in literature and cinema. Very few people, with the exception of a POW who went through such an ordeal, are able to fully capture the atrocious conditions of life under the boot of brutal Japanese commanders.

Together with my mother and older sister, I was imprisoned in Camp Tjideng. According to the British historian Read Collins, who

visited many camps after the war, "concentration camp, Tjideng was the worst camp, where there were over ten thousand internees. The whole area was very overcrowded. It was normal that the small houses designed for a single family had to accommodate between 60 and 90 inmates. In many cases, there was no room for them all to lie down at the same time".

Each prisoner was assigned a POW-number. We were obliged, at all times, to visibly wear a tag inscribed with this number as well as words in Japanese. The small tag, see picture on the next page, is the one I had to wear for almost 4 years in camp Tjideng.

One of the most distressing routines imposed on the women and children of Camp Tjideng was the roll-call drill, held twice daily. At the beginning and end of every day, 10,000 inmates grouped by housing unit, had to assemble on Tjideng's main streets for a head-count – in blazing tropical heat (Jakarta lies just 250 miles from the equator), and in absolute silence. Attendance was mandatory: for children, for babies, for the old and for the sick: even for hospitalized patients. Tallying 10,000 people can take a while; hours, in fact. Getting children to remain quiet under these conditions was of course impossible.

The red armband, see picture on the next page, is the one my mother was wearing during roll calls. She was responsible for the prisoners of the house we were assigned to. She stood in front of

the persons she presented. She was holding the prisoners-list of the house concerned. If asked, she had to mention how many people were attending the roll call. Also, she had to inform the Japanese tallying officer about absentees and people who could not attend due to sickness. If the tallying officer was not satisfied it was my mother who would be hit in the face.

The main activity of the Japanese officer was punctuated by the barking of Japanese commands the meaning of which was known even to us little kids. First ki o tsuke! (attention); then ke rei! (bow); eventually "nao rei and Yasmi! (at ease).

Breach of silence or incorrect obeisance could result in immediate corporate punishment for an entire block of prisoners; impromptu beating with baton or belt being the standard penalty.

The commandant could lengthen the roll call at will. On one occasion our Commandant captain Kenichi Sonei decided to keep the women and children to stand for 24 hours without food or water; when the cart carrying the day's foodstuffs arrived, a team of prisoners was made to dig a deep pit, and the food was buried in front of the assembled prisoners.

Commander Sonei was condemned to death on account of war crimes committed in Camp Tjideng and executed in December 1946 by a Dutch Firing squad.

Detailed reports made by the Red Cross, concluded that in the event the atomic weapons would not have been dropped on Japan in August 1945, all inmates in camp Tjideng would have died within six months.

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JAPANESE CONCENTRATION CAMP - TJIDENG 1942-1945

continued from page 12

Thanks to President Truman who had the courage to order the use of Atomic bombs, one on Hiroshima and the other on Nagasaki, that forced the Japanese Empire to an immediate surrender, my wife and I are still alive. Presently, from the 190.000 Dutch POW locked up in Japanese concentration camps, only 2100 are still alive as of today.

From the bottom of my heart: Thank you United States of America!!

Marijcke and Erik Kramer, former WW-II POW of the Japanese Empire.



Erik's POW # badge



Bowing to The Japanese Empire



Group Leaders had to wear an arm band

1st Quarter Review - January, February and March 2019



January Tour Guide meeting. They all posed for a group photo later. (See page 6)



John Makinson is working hard to get the TBM back in the air; he is replacing all the cylinders.



Our Good Will Ambassadors, Patti Champion and Lorraine Juhl, talking to a visitor at the 2019 Aloha Brevard Boomer Guide Senior Expo at Space Coast Convention Center in Cocoa.



VAC volunteers set-up at the Key Lime Festival. L to R - Patti Champion, Lorraine Juhl and Curtiss Taylor

February 11th Hot Dawg Day



The cook and the servers; l to r...Bob Foraker, Jody Tomarchio, Shirley Juhl, Joann Baxter, Lorraine Juhl.



The VAC Volunteer Workers sat down to great camaraderie, hot dogs & hamburgers...hard to beat!

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Special AirShow Photo Section

Anatomy of an Air Show



Bob Boswell, AirShow Chairman, holds final meeting



There was standing room only if you came late



Ron Davis is interviewed by Radio WEJF 90.3



Billboards were one form of advertising used



Hundreds of volunteers will set-up the air field *(file photo from 2015)*



First Aid and Medical Emergency Tent



Security

Special AirShow Photo Section

Anatomy of an Air Show

Our AirShow would not be possible without the hundreds of volunteers that took part in making our 42nd AirShow one of the best on the Space Coast. The following photos show some of the volunteer duties...it is impossible to show all the volunteers, especially all of the behind the scene workers. Thank you one and all.



Information and Lost & Found

l to r: Patti Champion, Jody Tomarchio, Carrie Terkeurst, Joann Baxter, Lorraine Juhl



The V.I.P. Chalet, one of five Chalets

l to r: Barb Rathbone, Cindy Marini, Norm Rathbone, Lynn Foraker, Bob Foraker, Tim Estep, Martha Henderson



Flight Line Marshalls

Art Pylar and crew



AirShow Announcer

Danny Clisham



AirShow "Air Boss"

Ralph Royce

The show starts with the Star Spangled Banner and the dropping of a fifty foot flag



It was a beautiful sight to see the fifty foot American flag floating down while the Star Spangled Banner was being sung. It was not easy and required a lot of volunteers to fold a fifty foot flag (center photo) all the while keeping it off the ground. Great job!!!

Special Air Show Photo Section

Anatomy of an Air Show

The Show Chairman, Bob Boswell, leading the military vehicle procession



A sampling of the war birds participating



Aeroshell Team's night performance



Amazing flying by the two Tigers



F4U-4 Corsair "Korean War hero" - Jim Tobul



P-51D Mustang "Quicksilver" - Scott Yoak



N2S Boeing Stearman - Robert Varney



B-25 Mitchell Bomber "Panchito" - Larry Kelly

Special AirShow Photo Section

Anatomy of an Air Show

A sampling of the war birds participating



Beech 18 - Matt Younkin



Aeroshell Team close formation flying



T-33 (F-80) Shooting Star - Doug Matthews



B-25 "Killer Bee" - Tom Reilly



P-40 Warhawk "American Dream" - Thom Richards



A-1E Skyraider "Wiley Coyote" - Lt. Col. Wiley

Reenactments entertained the crowd before the show

