



UN-SCRAMBLE



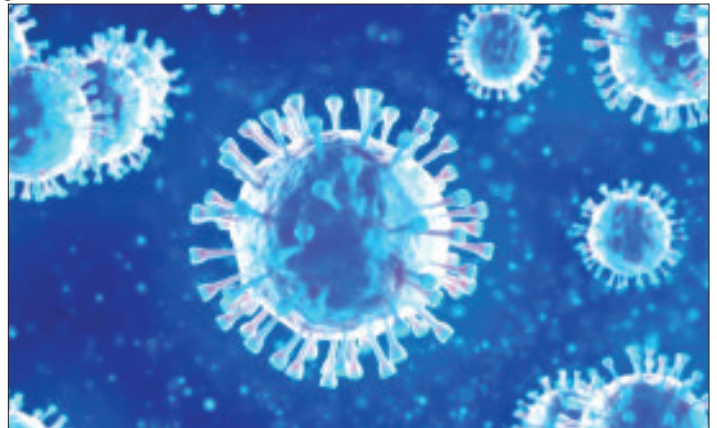
The Official Newsletter of the Valiant Air Command, Inc.
6600 Tico Road, Titusville, FL 32780 - (321) 268-1941
website: <http://www.valiantaircommand.com>
email: warbirds@valiantaircommand.com

2nd Quarter Review - April, May & June 2020

Have you noticed the similarity of the WWII Sea Mine and the Covid 19 image; both are deadly!



WWII Sea Mine



COVID 19



No Access - We are closed until further notice :<((



The VAC hangar cat asks "Where are the people?"

~~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 Inc. 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 • July, August & September • 2020

July 11 **(Cancelled)** VAC Fly-In / Drive-In Breakfast
July 25 VAC BOD Meeting, Saturday 10:00
Aug 8 VAC Fly-In / Drive-In Breakfast 8-10:30
Aug 18 VAC BOD Meeting 12 Noon

Sep 12 VAC Fly-In / Drive-In Breakfast 8-10:30
Sept 15 VAC BOD Meeting 12 Noon
Please check the VAC website or with the event for last minute changes before going!!!! (www.valiantaircommand.com)



Commander's Report

Norm Daniels, Commander
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The pandemic brought a screeching halt to events booked in our hangars. The weddings, corporate events, anniversaries, reunions were canceled. Tour groups were canceled and most airshows around the country have canceled or postponed until further notice.

While we are still closed, expenses are being incurred: electrical power for life safety systems, mortgage, insurance and other expenses including an overhauled engine for our TICO BELE C-47. We are still in a favorable financial condition thanks to member and volunteer donations, as well as Finance Officer Tracy Bohrmann's diligence in controlling the fine line between income and expenditures. We know every day where we are.

During these difficult times, our STEM Program is becoming a sought-after learning experience for young people. Bill Teixeira who heads this endeavor has tirelessly worked to make the effort a growing and continuing success. With our in-house Saturday school here at the museum being closed, Bill has converted the sessions to continue online. We have attracted many guest presenters, educators and instructors who participate in our "hands-on" learning project. We offer these services at no cost to the students. Special thanks to

Joel McGinley and Carl Braun.

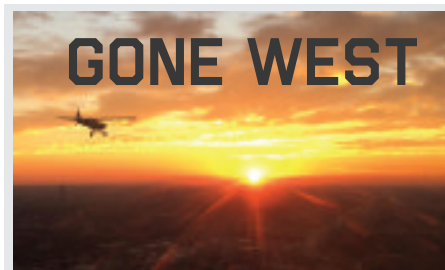
We are constantly trying to woo people in volunteering to be Tour Guides. Our museum guide ranks are unable to keep up with the increasing tour groups who are making our museum one of their stops. If you are willing, we are ready to train and issue you an official "museum guide" shirt. Simply go to our VAC website, navigate to Forms, click on "Volunteer", fill in the blanks and press Submit. We are looking for men and women who are willing to fill a 4-hour shift any day of the week. Our group of tour guides have a wealth of knowledge that our visitors appreciate based on the letters we receive. Tour guides are the window to the history and importance our aircraft have been to our nation.

I profusely thank our group of volunteers who maintain our static and flying aircraft, guide visitors and restore aircraft, as well as the team that keeps our ground equipment functioning.

The memorabilia team led by Jem Golden along with Malcolm and Chris have added new displays and modified others to correctly "tell the story". Viewing our displays with modifications and added narrative enhances the history of these artifacts.

I am excited about the future of the Valiant

Continued on pg 3



Norvin C. "Bud" Evans, 10/09/1924

to 05/16/2020. Bud had a distinguished career in his civilian and military life, but he will be remembered at the



Valiant Air Command for his many years of dedicated service through various volunteer positions, including Executive Officer, Operations Officer, and Public Relations Officer from 1995 to his retirement in 2014.

Lt. Col. Norvin "Bud" Evans (USAF Ret.) served with the famed 1st Fighter Group as a fighter pilot. Following his Air Force career, he continued as a test pilot for major aircraft companies including Republic, Piper, and Northrop. Bud authored three fascinating books in his retirement years. He will be missed by all.



The Official Newsletter of the Valiant Air Command

1st Quarter - Jan, Feb & Mar
Submission deadline - Mar 24th NL Published - April 1st
2nd Quarter - April, May & June
Submission deadline - June 24th NL Published - June 30th
3rd Quarter - July, Aug & Sept
Submission deadline - Sept 24th NL Published - Sept 30th
4th Quarter - Oct, Nov & Dec
Submission deadline Dec 22nd NL Published - Dec 30th

Photographers for this Quarter:
Dennis Jenkins, Marvin Juhl, Lorraine Juhl and Phyllis Lilienthal

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.

Commander's Report

Continued from pg 2

Air Command Warbird Museum. We are fortunate to have other Aircraft Museums around the country visiting us and offering to "trade" for specific items they or we need. We recently were offered and received as a donation, several mobile weapons loaders. Charlie Hammer one of our long-time volunteers who spent many months on carriers, worked on the weapons loaders to make them operable. These are prime pieces of trading material. We are privileged: The Navy and US Airforce continue to keep us on the top of their list as first receivers of aircraft as they become available. Last month, Procurement Officer Dennis Jenkins was contacted by the Navy offering an E2C and an A3D-1 Skywarrior. Reluctantly, we had to turn down the offers as we have no space available. We are wingtip to wingtip.

Marvin Juhl, Maintenance Officer, and the team continue to proceed with final work on our 2 Bell (MASH) helicopters and a Huey cockpit to be refurbished as a student simulator.

Tom Etter, Facilities Officer keeps a select team on track with air conditioning servicing, rolling equipment service and repair, as well as building maintenance issues.

Leigh Lewis, Flight Operations Officer is in constant contact with event planners who want our C-47 or our TBM Avenger to participate in upcoming events as well as scheduling our pilots to fly keeping their currency ratings up to date.

Complements to Tom Wilke who continues to mow

the lawn, keeping the museum's front yard looking in great shape. Additionally, Tom found the time to restripe our faded parking lot lines.

Thanks to the Grumman Gremlin team as they continue work on the F-11F-1, a difficult restoration project.

John Makinson and Terry



Terry Rush



John Makinson

Rush installed our rebuilt C-47 engine. With both John and Terry working together we have a flight-worthy C-47 and TBM Avenger ready for appearances at airshows, parachute drops and other special events.

Phyllis Lilienthal who volunteers her time to edit and create the Unscramble every quarter deserves a special thanks for bird-dogging everyone to contribute their articles.

Bob Boswell, Executive Officer apart from fundraising is working all the hundreds of details and logistical items necessary to mount the next air show.

Dennis Jenkins, Procurement

Officer negotiated a difficult agreement with the owners of a Beechcraft RU-21A that is now on our ramp at the museum. It needs a little TLC to be made ready for display.

A thank you to Larry Mathis who continues to paint helicopter parts and pieces, F-101 VooDoo parts and pieces as they progress



Larry Mathis

through the restoration stages. A beautiful repair was made to a damaged wingtip on the F-86 by Larry Knox. The end results are better than the original.

As reported earlier, our expansion program will go forward as planned. The Florida Department of Transportation has formally announced that they will match our funding plan for Phase 2 which is the addition of a new connector and a 300' X 428' pad, stormwater drains and a retention pond. We are still looking for additional donations to continue the expansion program.

There is no doubt that all of us have felt the impact of the virus that has caused so much disruption to our normal way of life. Practicing due diligence: social distancing, masks and sanitizing will be a way of life for the foreseeable future. Please protect yourself and your families.



Executive Officer's Report

Bob Boswell, Executive Officer
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(321) 268-1941 ext. 4104

Daily Operations

Normally this time of year the museum is very busy hosting daily visitors, tour groups and evening receptions. Unfortunately, due to the spread of COVID 19, for the safety of our visitors and our members, the Board of Directors has made the difficult decision to keep the museum closed to the public. We have been participating in Visual Meetings with the other 21 Museums of Brevard (MOB) exchanging ideas about how and when to safely open. Based on everything learned from the MOBsters sessions, we are developing plans and a training program for daily operations. Anticipating a decline in the number of future positive cases, re-opening day and the new normal procedures for volunteers and visitors should be

decided at the July BOD meeting. The re-opening date and details will be posted on our website. We do have a skeleton crew of volunteers working in restoration and aircraft maintenance. Our flagship Tico Belle has been flying in support of events, providing revenue and keeping the pilots current. Our facilities team has continued to maintain the hangars and our display aircraft.

Museum Expansion

The museum is in dire need of additional parking and hangar space for historic aircraft that are available to add to the collection. With very unfortunate timing, our campaign to raise funds to support the museum expansion was started just as the virus pandemic reached us. This has certainly slowed down efforts to reach out for support. Phase

1, required plans and permits, is complete. Construction is next and we are fully committed to going forward to secure the necessary funding to start the project. Matching funds are available and we need to secure them before the opportunity is lost. Please consider donating for the museum expansion and encourage your friends and business associates to also provide their support. As a reminder, we are a 501(c)(3) non-profit organization for tax purposes and receive no government funding for our daily operations. We rely entirely on revenue from visitors and the gracious support of our members and community partners.

A special thanks go out to all the members who have continued their support despite the shutdown, especially those who worked each day to maintain our aircraft and facility.



Operations Officer's Report

Leigh Lewis, Operations Officer
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The Flight Operations department is alive and well. We have had a few events during lockdown which I will detail.

A skeleton crew, headed by John Makinson, Marvin Juhl and Terry Rush did an engine change on our C-47 and a successful test flight by Captain Mike McCann (our C-47 chief pilot) and Captain John Makinson. Super professional engine install! Tico Belle has never been at this level of airworthiness.

Mike and Captain Isaac Silver took her up for night certification before our next mission. This mission went to Palatka for the Round Canopy Parachute Team

Annual Event for 3 days. The event went flawless thanks to our A-Team of Captain Mike McCann, Captain Isaac Silver, Steve McDivett (recently retired from United and now a key member of our flight ops), and Jumpmaster Stan Taylor (Tater). Night jumps were done along with day jumps. Freefallers were also taken up to higher altitudes. The rain slowed us down a little but everyone left happy.

A few days later our Bell 47 helicopter went up with Joe Priola and Mel Juhl (Marvin's twin brother) at the controls. Test flights have been done around once a week and we now have Joe Priola as our chief

pilot (Helicopter Ops) and instructor on the Bell. Good job guys!

Steve McDivett test flew our TBM and all went well.

Mid-June, Captain Mike McCann and Captain Robert Varney took the C-47 and a group of Demonstration Jumpers (organized by Chuck Julian) to Jupiter, Florida for a jump into a boat regatta for Flag Day. All went well with this popular event getting lots of media attention.

Terry Rush, our TBM chief pilot, finally got his FAA medical endorsement renewed after 11 years due to a TBM inflight fire which he barely survived. Terry also heads the maintenance of the TBM as well. It was my honor to take Terry in my Cessna 195 and get him current and legal with the FAA. Welcome aboard Terry!



Facilities Officer's Report

Tom Etter, Facilities Officer
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(321) 268-1941 ext. 4105

The 4th Annual Porsche Picnic with eighty cars ended the First Quarter with the next day starting the closing of the museum. All scheduled events for the year were canceled or are at risk. All work projects were canceled.

Unfortunately, we are still closed to the public and will remain so until we can safely protect our Staff and Public. We have been discussing sanitizing, social distancing, masks and crowd sizes to plan how to re-open safely. Closing off the C-47 and B-52 to protect our Docents seems smart when we do open. We have to consider, do we even use Docents (perhaps self-guided tours as done in other museums)? Do we open the PX (modify lay-out or cut items to make sanitizing possible)? We are watching what other museums do, but they are not yet opening either. When this situation will end is not yet in sight.

We are continuing to carry on work at the museum under Marvin Juhl's scheduling of work that allows us to use social distancing and timing to protect ourselves. Only those with approved projects are allowed in the museum. Joel McGinley is continuing to keep our equipment up with help from Roger Tonovitz (who also has been helping to

move aircraft) and Tom Wilke who has been mowing the grounds (and also working on aircraft restoration). Terry Neis, Charlie Meyer, and David Shores have been moving aircraft around as needed and have been working on the C-47 and the TBM as needed. Charlie Hammer has been working on everything - the MiG 17 of late and the UH-1 simulator when not moving planes or working on the bomb loaders we recently received.

As Members of the VAC, you will be pleased to know the VAC is alive and kicking. There have been numerous flights of the C-47 after the right engine was replaced. The TBM and H-13 have been doing test flights. The RU-21 arrived and was assembled just outside the Restoration Hangar. Tracy and I got to work on the B-25 landing gear and Tracy worked on the XP-82.

We had a twenty-five person film team spend seven days filming with our aircraft in the background. They ate three meals a day in the museum. We had to move most of the aircraft out of the North Main Hangar and Vietnam Hangar filling the ramp. This allowed us to clean more of the hangar floors that we seldom get to. We had people

standing around during this in our parking lot waiting for a SpaceX launch crowd to clear out. I took the opportunity to test social distancing with our planes outside with a group of eight bored people who had been disappointed the VAC is closed. Social distancing is easy with aircraft outside and a small group!

I responded to a call to show a museum board member from a fifteen plane museum in Georgia. Dick Prange asked many questions. All his planes are outside (C-141B, AC-130, etc.) and they are trying to obtain money for a building. I was also asked by Tom Riley to show off the XP-82 and let Ron Buccarelli into the cockpit. Turns out he is an avid flyer and friend also of Doug Mathews having set a speed record with Mr. Mathews. He enjoyed seeing the aircraft Mr. Mathews helped us with (the F-4 in particular; getting his picture taken with it).

My facility crew has helped with the MiG 17 that just arrived and are helping dis-assemble the MiG 15. We have also prepped for bringing over the C-123 should we decide to place it in the sand behind the Vietnam Hangar if the new ramp construction takes longer to start.

Roger Johnson is out with a bad knee. Rob and Louise Bixby went North. Grant Tyler and Jim Bowers are out working for real. We can't wait for the virus to end.

**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.**

***Stay up-to-date and check the Valiant Air Command's Website regularly.
www.valiantaircommand.com***



Procurement Officer's Report

Dennis Jenkins, Procurement Officer
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(321) 268-1941

You might remember from the last issue of UNSCRAMBLE that the 138th Aviation Company Memorial Inc., donated their Beech RU-21A King Air (67-18113) that flew combat reconnaissance missions during the Cold War, the War on Drugs, and in the first Gulf War. The airplane arrived on 4 April 2020 and was reassembled



Bob Filippi checking the rudder stops the same day. It is currently sitting in front of the Restoration Hangar. The exterior of the airplane is complete, needing only a new coat of paint, which will come in due time. The interior of the airplane, unfortunately, is completely stripped.

For those of you who were unaware that the US Army used King Airs, here is a little background. The United States Army purchased 162 of what is usually described as Model A90 King Airs, but in truth, they were all significantly different from their civilian brethren. Despite carrying Model A90 designations, the military U-21s were unpressurized Model

87 derivatives, easily recognized by their square windows rather than the signature oval windows on the pressurized civilian models. Nine of these 162 U-21s were used by the CEFIRM Leader program to carry parts of the AN/ULQ-11 airborne direction finding and jamming system. These included four RU-21As that carried direction-finding equipment, three RU-21Bs that carried signal intelligence equipment, and two RU-21Cs that carried jamming equipment. Accepted by the US Army in 1972, CEFIRM Leader became the first coordinated multi-aircraft mission system in U.S. Army service. Each mission generally used four aircraft: two RU-21As, a single RU-21B, and a single RU-21C.

Our new Mikoyan-Gurevich MiG-17Fresco arrived on 18 May and was reassembled over the next couple of weeks. The airplane is finished in a silver and red scheme that was inspired by the Soviet Air force Demonstration Team but does not really represent that livery. Other than some corrosion in the cockpit and elevators (common issues with early MiGs), the airplane is in good shape. Still, it is a gorgeous paint job and much more eye appealing than the departing MiG-15UTI was. The new owners of the MiG-15 have been down disassembling their airplane for transport in early July. The owner fully intends to make the airplane flyable.

The airplane was built in Poland as a LIM 5 with a VK1F afterburning engine. The

aircraft served with the Polish Air Force (Siły Powietrzne, literally "Air Forces") 34th Fighter Arm Squadron (PLM) at the Gdynia Air Base. It was imported to the United States in 1993 and has mostly been at Latrobe, PA.



Our MiG 17 arrives



In restoration



She is pretty just sitting there w/o wings

Most other procurement activities are largely at a standstill since the National museums and State organizations that we acquire many of our aircraft from all are shut down due to the pandemic. We continue to procure the material necessary to keep Tico Belle and the TBM airworthy, but otherwise are conserving as much money as possible to keep the museum solvent during this time of no income.



Maintenance Officer's Report

Marvin Juhl, Maintenance Officer
Email: MaintenanceDirector@valiantaircommand.com
(321) 268-1941 ext. 4108

With the lock down, our maintenance workload had to make changes in meeting stay safe requirements. In maintenance this is how it evolved from the start of lock down to present. For starters, we had to make sure the CAT (hangar queen) had to be fed every morning (7 days a week) at 0730.



Marvin Juhl and the Hangar Queen

Believe me the cat would let you know if you're late, and very finicky about as what is being served to her first. By the way, if time permitting after her breakfast, she loves to LEAD you around to show off all the static aircraft. She just might be a good candidate as a docent.

Shortly after shutdown manpower started coming in one by one, must have finished with the honey doos and need to get back to easier work habits. Over a period of time more and more maintenance volunteers are wanting to come back in to work on their favorite project. This was allowed as long as they understood the rules of "stay safe" and if not, their working privileges would be rescinded. All seemed to have their own work area and the volunteers were distributed throughout the week, this way they were not all gathering

in on the same day.

In the last Unscramble newsletter it was stated, C-47 down for it's fifty hour inspection, the sad part, we found metal filings in the air wolf filter on number two engine. That right engine was sent to Anderson Aeromotive in Idaho to perform the necessary repairs. In April we did receive an overhauled engine with 0.0 Time Since Major Overhaul. This engine was installed and tested in time for the next revenue flight. You can be very proud of our maintenance crew (I sure am) for the excellent work accomplishment. Engine never sounded so great. The 50 hour inspection along with extra TLC items, completed and test flown. VAC has a very reliable and safe revenue C-47 warbird that flies.

TBM, problem with fuel system that required cleaning all three fuel tanks to ensure that no problem would develop. That was not an easy job, but we have an excellent volunteer (Terry Rush) who knows how to handle the task. Tanks are in great shape. At present Terry Rush and Frank Manion (Frank our expert hydraulic man) are working on resealing the left landing gear strut and the brake



Terry and Frank working on the brakes

hydraulic leak. Upon completion, the TBM will be ready for another flight.

BELL 47, with the many run up and flights made, we only had one discrepancy involving a minor engine oil leak which has been repaired by installing a new seal. All is well even on today's flight



Huey lift off

in which the pilot reported the helicopter one of the easiest and smoothest to handle in flight, it's in excellent running condition. The other *M.A.S.H.* D-1 Helicopter, is under maintenance for certification, it has been put on hold during the lock down period.

Update to the Huey (UH-1) simulator, the exterior helicopter has been painted and also the interior done with the factory color grey including the floor



Absolutely beautiful

and instrument panel. There's a lot of dedicated work from the volunteers who spent countless hours in stripping, Continued on pg 8

Maintenance Officer's Report

Continued from pg 7

sanding and prep. This project has turned a lot of heads from the



Tom, Larry an Bob, proud of their paint job

rest of the volunteers. With the paint job completed, our attention is diverted to the installation of doors, installation and adjustment, interior web seating which we will need to remove again for proper cleaning and frame painting. The instrument panel is getting its proper gages installed. Overhead and lower console equipment being installed. Sewing up the overhead blanket and installing the snaps is being done by Jim, our in-house volunteer, making the hole and cutout and knowing where the snaps are being placed, it's like

magic. Soon we will be starting to install the windshield, lower chin-bubble and all the door windows. Detailing (placards and markings) is very important to us, this will most likely be done last. When will the project be done? I'm sure we will be still working on it while it's on display. Work on the second Huey will start at completion of the above project Huey.

For those who might not be aware. We do have two additional aircraft that have come in to the VAC. The first is the RU-21 which is



Bob Filippi and the RU-21

on display in front of the restoration hangar and the second is a MiG-17

which is already in a static display configuration with a beautiful paint job. We are near completion of its assembly from its shipment to us.



Beautiful and not ready for prime time yet

Wings, tail feathers and even the drop tanks are currently installed. It will be on display in the Vietnam Hangar by first of next month.

Don't want to forget all the volunteers who come to work in this summer heat working on the F-101, F-11 and other aircraft that need attention. It is planned, hopefully, to bring the MIG -21 and the F-101 into the restoration hangar very soon for restoration work. It should be a couple of degrees cooler. This might be subject to change without notice though.

August 8, 2020 - Come have breakfast with us

FLY-IN / DRIVE-IN BREAKFAST

*2nd Saturday Every** Month*
Warbird Air Museum

You can now fly-in or drive-in, pay \$12 for each person*, have a Chef prepared breakfast and then see the Museum FREE

Offer good day of the breakfast between 8 am & 10 am ONLY
Cannot be combined with other discounts



MENU

- Omelets made to order • Pancakes •
- Bacon • Sausage • Fresh Fruit •
- Danish • Orange juice • Coffee •

• Drive-in •
Warbird Air Museum, 6600 Tico Rd, Titusville, FL
(321) 268-1941 • www.valiantaircommand.com

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

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

"To Honor the Past, Educate the Future, Preserve our Heritage"



Valiant Air Command

SPACE COAST REGIONAL AIRPORT - TITUSVILLE, FLORIDA.

*Honor the Past - Educate the Future
Preserve our Heritage*

Reprint of a letter sent to the VAC Membership May 2020

Norvin C. "Bud" Evans,

10/09/1924 to 05/16/2020

The Valiant Air Command, Inc. regrets to inform its membership family of the death of Lt. Col. Norvin C "Bud" Evans Jr. USAF(Ret) on Saturday May 16, 2020 at the age of 95. We recognize Bud as a dear and cherished friend, a Special Advisor to and former member of The Board of Directors, a daring and historic aviator, a prolific author and a devoted family man. We send our deepest sympathies to his wife and family.

Bud was a gifted pilot with an incredible aviation career spanning WW II, Korea, Vietnam, and a remarkable number of years as both a military and civilian Test Pilot.

When WW II started Bud's Father was reactivated to the military and sent to Washington D.C. The family followed and Bud transferred from High School ROTC in Louisville, Kentucky, and graduated from Woodrow Wilson High School in Northwest Washington D.C. During his High School Senior year Bud had applied for and been accepted by the Army Aviation Cadet Program. Graduating from Woodrow Wilson High School, but missing his graduation ceremony, Bud reported for duty and was sent to Basic Training. After a lengthy period of hard training, with several location transfers, and having completed both Primary and Advanced flight training, Bud graduated from the U.S. Army Aviation School, Class K-44 on February 1, 1945. Disappointed that he was assigned as a flight instructor, not as a combat pilot, and with the war winding down, Bud left active duty to attend George Washington University and began flying with the Army Air Force Reserves at Andrews Air Base near Washington. He spent every free hour hopping rides in various aircraft from T-6 to P-51. Graduating from George Washington University in 1947 Bud accepted a recall to active duty in the New United States Air Force and joined the Kentucky Air National Guard as a 2nd Lieutenant flying the P-51D.

Next Bud was assigned to the 71st Fighter Squadron at March Field, California. An elite squadron



made up of mostly WW II Fighter Pilots, many of whom were Aces. By this time Bud had 5 years and 550 hours of flight time in 14 aircraft. At March Air Force Base he transitioned to a new type of fighter aircraft, a jet-powered P-80.

Transferred from March Field in 1948 Bud flew P-80s with the 49th Fighter Group in the only Squadron in Japan that had Jets. When the North Koreans attacked the South Bud was a member of one of the first flights to respond across the 360 miles of water to help stop the North advance. When the 49th Fighter Group was temporarily assigned to K-2 in Taegu, South Korea, Bud continued flying combat in the P-80.

Following Korea, Bud was assigned to Air Defense Command and continued flying as many aircraft and hours as he could. His outstanding ability to fly did not go unnoticed and Bud was selected to attend the Air Force Test Pilot School where he graduated at the top of his class.

Initially assigned to Flight Test at Edwards AFB, he flew multiple aircraft tests all three Flight Test



Centers. Flying alongside other legendary test pilots such as Tony Levier, Chuck Yeager, Scott Crossfield, and Bud Anderson, Bud flight tested the latest and best fighter jets as they were developed.

In the Spring of 1956 Bud was selected to participate in nuclear bomb testing in the Pacific. Bud flew one of the front-line fighters, a Republic F-84F. He was directed to fly both practice and then live missions near the blast over ground zero just after the detonation. These were both shock wave, heat, and radiation tests performed entirely on instruments and under a light-proof hood. On one

Continued on pg 10

Norvin C. "Bud" Evans

Continued from pg 9

of these missions Bud's jet was so heavily damaged that, after seriously considering a bailout, he was able to nurse the jet back to one of island airfield for an engine-out landing.

Following the Pacific Bomb Testing flight, Bud was assigned again to Edwards AFB, Fighter Test Operations. There he continued to test the latest designed fighters. In January 1957 Bud flew 59 test flights in 11 different fighter aircraft. Bud also participated in the NASA Manned Orbiting Laboratory Module Program performing Zero Gravity flight tests.

Gift Shop News

Anita, Maureen, Rich & Lorraine.
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It has been a long time since we were able to see anyone since we closed due to the pandemic or "Health Hurricane" as the pastor from Indian River City United Methodist Church calls it.

We have lots of items on our 50% off table at the entrance to our museum.



50% off table

We have had numerous visitors requesting we stock more space-related items.

THESE T-SHIRTS ARE TRENDING AND IN STOCK



A NICE SOFT, CUDDLY
PILOT BEAR FOR
ANYONE WHO NEEDS
SOME AFFECTION



Pg 10

A SPECIAL T-SHIRT FOR ALL
YOU OLD GUYS OUT THERE.
GET AND WEAR
THE SHIRT TO
SPREAD THE
TRUTH



The photo below is a sampling of what we have available.



Space related items

We have several new space items on order for our reopening whenever that will take place. These include children's space flight suits, NASA jackets and hats for adults and children as well as lots of space toys for the kids.

We look forward to seeing you as soon as we reopen. Stay safe!

Anita, Maureen, Rich and Lorraine

The Valiant Air Command Board of Directors would like to thank the following members for renewing their memberships and supporting the museum despite the Corona Virus Pandemic and its impact on all of us. We look forward to a resumption of activities and welcoming all of you back!

Allen, Kenneth	Jardine, Ruth Jardine, Thomas	Rich, David Rich, Rebecca
Allen, Patrick	Johnson, Roger Johnson, Willa	Royer, Kathy
Allison, Stuart	Jordan, Chuck	Rubin, Shannon
Ashby, Rich	Kelly, Laura	Scheuerman, Bill Scheuerman, Sanna
Baldwin, David	Knoch, Christian Knoch, Lawrence	Silen, Barbra Silen, Camilla Silen, Joakim Silen, Peter Silen, Roland
Baxter, Joann	Kosch, Robert	Taylor, Stan
Bayerdroffer, Cynthia Bayerdroffer, Herman	Liggett, Brooke Liggett, Bryson Liggett, Roy III Liggett, Tam	Templeton, Bonnie Templeton, Cal
Beardsley, Marlene Gutierrez Beardsley, Randy	Marco, David Marco, Michael	terKeurst, Carrie terKeurst, James
Beres, Thomas	Matthews, Richard	Tobul, Jim
Bohrmann, Greg Bohrmann, Tracy	McClary, Jim McClary, Julie	Tonovitz, Roger
Cleary, Diana Cleary, Michael	McClure, Anita McClure, Jerry	Towle, Cindy Towle, Tom
Comerford, Janet Comerford, Sue	McGrath, Debbie McGrath, Joseph	Tulley, James Tulley, Kathleen
Cox, James Cox, Stephen	Miller, John	Tullius, Robert
Croucher, Margaret Croucher, William	Miller, Mark	Varney, Keith
DiGiovanni, Nancy DiGiovanni, Robert	Parker, Louise Parker, William	Varney, Robert Varney, Steve Varney, Steven
Ellison, Nancy Ellison, Richard	Parkhurst, William	Wilson, Cosmo
Ferguson, John	Phillips, Gloria Phillips, Keith Phillips, Thomas	Wittenmyer, Joel Wittenmyer, Margaret
Floyd, Kathleen Floyd, Mitchel	Proksel, Alan	Zajdel, Kathryn
Hart, Richard	Randolph, Joan Randolph, William Jr.	Zatroch, Michael
Hauser, Robert		

Beechcraft RU-21A (67-18113)



By Andrew Rodriguez and Dennis R. Jenkins

The VAC Warbird Museum's Latest Acquisition

Beechcraft developed the first of its King Air family of executive aircraft in 1963 and the airplane has been in constant production since. In essence, the first King Airs were turboprop versions of the Queen Air, substituting Pratt & Whitney Canada PT6A-6 engines for the earlier Lycoming IGSO-480 six-cylinder, horizontally opposed piston engines.

The United States Army purchased 162 of what is usually described as Model A90 King Airs, but in truth, they were all significantly different from their civilian brethren. Despite carrying Model A90 designations, the military U-21s were unpressurized Model 87 derivatives, easily recognized by their square windows rather than the signature oval windows on the pressurized civilian models.

Nine of these 162 U-21s were used by the CEFIRM Leader program to carry parts of the AN/ULQ-11 airborne direction finding and jamming system. These included four RU-21As that carried direction-finding equipment, three RU-21Bs that carried signal intelligence equipment, and two RU-21Cs that carried jamming equipment. Accepted by the US Army in 1972, CEFIRM Leader became the first coordinated multi-aircraft mission system in U.S. Army service. Each mission generally used four aircraft: two RU-21As, a single RU-21B, and a single RU-21C.

The system was developed too late to see service in Southeast Asia, and CEFIRM Leader was never permanently deployed outside of the continental United States but participated in two deployments to Germany for the Return of Forces to Germany (REFORGER). By the early 1980s, the CEFIRM Leader systems had been transferred to the 138th Army Security Agency Company, also known as the 138th Aviation Company (Electronic Warfare), 81st US Army Reserve Commandant McCoy AFB, Florida. Within 2 years of the system being assigned to the 138th Aviation Company, Aircraft were quietly deployed to Central America at part of Task Force 138, Operations Royal Duke and Ordway Grove, to collect Signals Intelligence against the Communist insurgency in El Salvador and Honduras until Active Army systems

could be permanently assigned to the theater of operations.

Throughout the 1980s the 138th participated in Bright Star 85 in Egypt, and would fly Peacetime Aerial Reconnaissance Program (PARPRO) Missions to monitor the Soviet Brigade in Cuba, and would additionally be tasked with flying missions throughout the Caribbean in support of Counter Narcotic missions directed by Joint Task Force-East.

When the US Army retired the CEFIRM Leader aircraft in 1993, the three surviving RU-21As and two RU-21Cs (the RU-21Bs were almost immediately scrapped under mysterious circumstances at Opaloka Airport in Florida) ended up in a salvage yard owned by J.W. "Bill" Duff of Denver, Colorado. For 20 years, the aircraft sat priced out of reach of anyone who wanted to acquire them. Upon his passing in 2013, a group of 138th Aviation Company veterans decided to pursue one of the aircraft for a memorial display. However, Karl Stoltzfus of Dynamic Aviation in Bridgewater, Virginia had already acquired the entire collection of RU-21s to keep his King Airs flying. Incidentally, Dynamic Aviation was the primary purchaser of the U-21 fleet when they were retired.

Fortunately, Karl Stoltzfus appreciates history, as his restoration of the first Air Force One, a Lockheed Constellation named Columbine II, shows. The veterans group reached out to Stoltzfus and he generously agreed to restore and donate one of the RU-21As (67-18113) for a memorial. All the veterans group had to do was to raise the funds to transport the aircraft from Denver to Bridgewater, and once the restoration was complete, bring the aircraft to Orlando, Florida.

Initially, the veterans, now incorporated as the 138th Aviation Company Memorial, intended to display the aircraft at Orlando International Airport (the former McCoy AFB) next to the B-52D. The wings were removed from the airplane, and the fuselage was mounted in a special 45-degree angle jig on a low-boy tractor-trailer, eliminating the concerns over transporting a wide-load across the country from Denver to Bridgewater. The restoration began in 2014 and the same transportation **Continued on Pg 13**

Beechcraft RU-21A

Continued from Pg 12

technique was used to bring the RU-21A to Florida for the Orlando Veteran Parade in November 2015.

Andrew Rodriguez, President of the 138th Aviation Company Memorial entered the U.S. Army Reserves in 1984 and was assigned to the 138th Aviation Company to conduct airborne signal intelligence missions. He was attending the Defense Language Institute Foreign Language Center when the 138th deployed to Saudi Arabia in 1990 and missed the entire conflict. He eventually used his linguistic skills on counter-narcotic and other missions until he left the Army in 1997.

The 138th Aviation Company Memorial had grand plans, including selling engraved bricks to raise

funds. Unfortunately, as many of these types of small efforts find, it is difficult to keep the project in front of the public and to raise sufficient funds.

In late 2019, Andy Rodriguez reached out to the Valiant Air Command to see if we would be interested in taking the airplane, a small display, and their engraved brick program. After some negotiations regarding terms, the 138th Aviation Company Memorial donated the airplane to the VAC. They paid all expenses of having the airplane delivered to the museum and reassembled. It arrived on Saturday, 4 April 2020.

This is a unique addition to our collection, representing a side of "warbirds" that is seldom thought about. The exterior of the airplane is in great shape, although it needs paint. The inside, unfortunately, is completely stripped, with all of its unique equipment long gone.

The RU-21A arrives at the VAC Warbird Museum



We have arrived



Easy does it



Lowering the landing gear



Attaching the wings



Door's open, come in



Assembled

Our Beechcraft is an experienced traveler



Honduras



Ferry Flight



Desert Storm

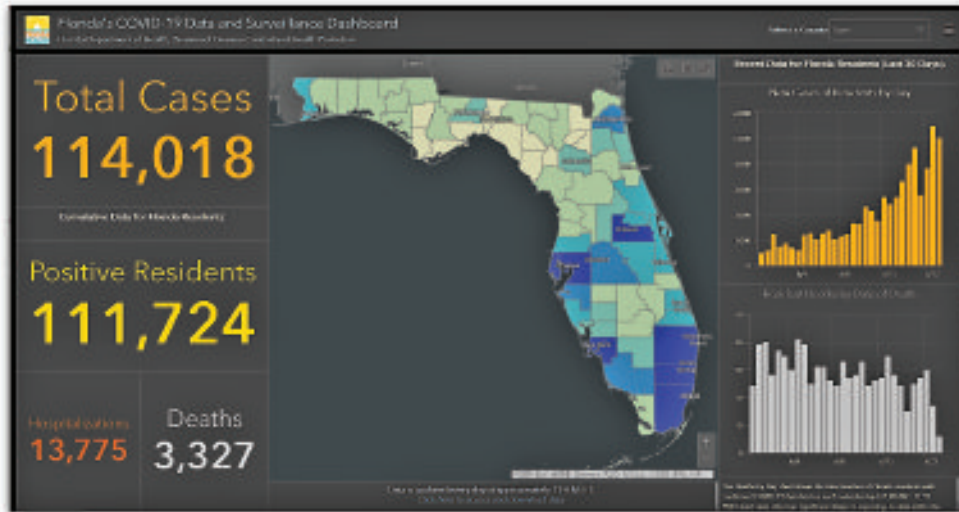


Finance Officer's Report

Tracy Bohrmann, Officer
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First, let me echo the Commander's thanks to all the people who have continued to support the VAC in these difficult times. The COVID-19 pandemic has been a new situation to navigate for everyone, including us here at the museum.

The biggest question is when we can reopen the museum to visitors and volunteers. The answer is one we try to parse almost on a daily basis. Clearly, at the present date, the numbers here in Florida are not going in the direction we would like to see.



The above graphic is from the Florida's COVID Data and Surveillance Dashboard from Thursday 25 June 2020.

We are currently experiencing a record number of cases in Florida. As of this writing, we have no vaccine and no definitive treatment of this virus. This makes forecasting when we can return to normal operation very difficult. Certainly, we must see a reduction of cases in Florida prior to reopening at the least.

In deciding when to reopen, we are also trying to gauge when tourism will return to Central Florida. Certainly, we have seen a reduction in international tourism as U.S. cases of COVID-19 continues to rise. People in the U.S. are reluctant to travel as hotspots pop up in Arizona, Texas and Florida. When we did see crowds gather locally for the SpaceX first human space launch, many people took no precautions, masks or social distancing. This is alarming from the perspective that many of our volunteers and employees are in a high-risk category. I would be very opposed to putting them in harms way while the pandemic appears to be surging. Once the infection rate subsides, we are planning measures that will help keep our volunteers, employees and visitors safe.

What can you do to help keep yourself and your family safe? Stay out of groups of people. Wear a mask when you go to the store or any indoor area where there are people who are not your family. Wash your hands and use hand sanitizer. Yes, you have heard all this before, but without treatment or a vaccine it is all we got, so we need to make it work as much as we can. Even if you don't believe this is a pandemic, I'll tell you what I tell my patients.... hedge your bets, and act as if it is. Look at it this way, if it is proven to be a hoax, you will be alive to laugh at the rest of us. If you don't wear a mask and have this misfortune to walk through a store anywhere from minutes to hours after someone who has it sneezes or coughs, you could be bringing home more than the milk. So stay safe out there!

Editor's note: Tracy is the VAC Finance Officer and is also a working Registered Nurse

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