



Unscramble

**The Official Quarterly Newsletter of
Valiant Air Command, Inc.**

Quarter 2 2024

Topics



Commander's Report

Norm Daniels
pg 5



Executive Officer's Report

Bob Boswell
pg 6-7



Finance Officer's Report

Tracy Bohrmann
pg 9



Procurement Officer's Report

Marvin Juhl
pg 10

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.



Facilities Officer's Report

Hawk Moore
pg 12-16



PR Officer's Report

David Shores
pg 16



Webmaster's Report

Martin Pring
pg 18-19



Curator's Corner

Malcolm Cater
pg 20

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

Closed Thanksgiving, Christmas and New Year's Day,
Air Show and Special Event days as required

Adults \$22.00 - Senior 60+ or Military \$20.00 - 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

501(c)(3) Non-Profit Organization Museum Recognized by the Internal Revenue Service

Beginnings...

The Oxford English dictionary defines the word scramble as “an effort to perform an action or achieve a result hurriedly, clumsily, or in an uncontrolled and undignified manner”. Originating during the Battle of Britain, scrambling has come to be known in military aviation as the act of mobilising aircraft as quickly as possible in reaction to an immediate threat, usually to intercept hostile aircraft.



It thus stands to reason that a busy facility such as the Valiant Air Command, Inc. would need a place to “UnScramble” after the flurries of activity described in each edition of our quarterly newsletter. This literary collection serves as a reminder to each member of the staff, the board, and the public that the VAC is a living, breathing entity, and that each event planned and project undertaken works toward a common goal set forth by the museum’s original 12 founders in 1977: finding, acquiring, and preserving a collection of legacy military aircraft with which to educate visitors about the significant contributions these aircraft and their pilots made to history.



F-14 Tomcat (also featured on front cover)

Volunteers are the backbone of Valiant Air Command, Inc. We operate with a minimal paid staff, but it is our community of volunteers that is responsible for most of the major activities in the museum – from maintaining and flying aircraft to educating and guiding our guests, or organizing our social and special events. We are always looking for good people to join the VAC family.

Many volunteers start out as tour guides and then move into an area that interests them. While we do ask for a minimum commitment of 4 hours a week, most people contribute much more. Our volunteers come from diverse backgrounds – some have years of experience in aviation, while others have no prior experience with warbirds but are interested in finding a rewarding opportunity to support the community. The minimum age for volunteer applications is 18. To fill out our volunteer application, visit our website at www.valiantaircommand.com/volunteer.

Did you know that every year at the VAC is an Election year for Board Officers? In 2024, we elect a Finance Officer, a Personnel Officer, and a Public Relations/Marketing Officer.

Positions are open for any candidate who is a member in good standing with the VAC. (The exception is the Commander position, open only to serving members of the Board of Directors who have held their position and attended meetings for a minimum of three years.)

Letters of Intent to apply for any position are due at least three months prior to elections in October.

If you are interested in serving the Valiant Air Command, Inc. as a member of the Board and being instrumental in its future growth and direction, consider applying for a position on the Board.

Commander's Report



To: Members, Volunteers, and Friends,

Finally, construction of the Event center/hangar has begun. Permits have been received, and we extend our many thanks to Kevin Daughtery and Justin Hopman for digging through Airport archives to find FAA site and signal plans, and to the patience of Mr. Canaris of the TDC and Mr. Troy Post of NBEDZ.

We lost a year in the complex permitting process, but our excellent team takes everything in stride. Tracy Bohrmann, Finance Officer, continues her complex financial roles, with the added responsibility of Construction Accounting reporting expenditures to the grant award entities.

Bob Boswell, Executive Officer, is in process of creating a family friendly airshow for March 2025 with all the bells and whistles. He also is interviewing and setting specs for a Catering Manager for our new facility.

Richard Jones, Personnel Officer & Webmaster, has installed a paging system in the Main Hangar; a welcome safety issue solved.

Marvin Juhl, Procurement Officer and Restoration Leader, continues to turn out restored aircraft; the latest, a beautiful Fouga painted by Master Painters Larry Mathis, Tom Wilke, and Larry Knoch.

Leigh Lewis, Flight Operations, has booked some serious parachute drops for this summer.

Hawk Moore, Facilities Officer, manages a crew of people that keeps our aircraft safely stored and moved for events, buildings repaired, and thousands of artifacts protected. In April, the low roof over our entrance, memorabilia, gift shop, offices, and library was covered with a TPO roof for the first time since the 1980s.

David Shores, Marketing and PR, has come up with an overseas discount ticket seller (like TUI). David will present to Tracy to verify.

Steve Romine, Maintenance Officer, verifies that all log books are complete, up to date, and reflect all pertinent information. Steve also determines where our spare C-47 engine goes for testing and shipment back to us.

Norm Daniels, Commander
Email: Commander@valiantaircommand.com
(321) 268-1941 ext. 4101



Executive Officer's Report



The sweltering summer days have arrived, and the wonderful spring days have left. It was a mixed spring with long weeks of rain, followed by weeks of drought. All totaled, we ended with just over 4" of rainfall below normal.

Our long-time administration expert and manager of museum events, Kenita Bushee, had to resign due to personal reasons. Enough accolades and thanks cannot be bestowed on Kenita for all her dedication and support. We wish her the best for the future. Not knowing what she was getting into, Denise Mathis volunteered as a replacement and is now fully in survival mode.

On the topic of attrition, our Events Coordinator, Jolene Clark, is leaving the position to manage her catering business. She has been busy with the monthly fly-in / drive-in breakfast and filling the calendar with other events. She has worked ridiculously hard coordinating each of these events to ensure that everyone who chooses the museum as their venue is pleased with the experience. We are currently in the search for a replacement. Thank you, Jolene.

Saturday July 6th, we will be hosting the annual Coastal Auto Rally & Car Show. It will feature all makes and models of cars, trucks, and bikes. Registration is from 3-4pm at our North Gate. At 4pm, we will drop the museum admission through the Gift Shop to \$12 for adults and \$5 for children 5-12 to allow the public to visit both the museum and the car show. The show will last until 8 pm. Last year, over 150 dealer- and privately-owned cars, trucks, & bikes participated. Food trucks will be on site.

Looking to the future, we are planning a Member/Active Volunteer Appreciation Dinner in the Vietnam Hangar for Saturday October 19th. Member/Active Volunteer + 1 will be admitted free.

Later in the year, the museum will host a two-day open house Saturday & Sunday, November 9-10 to honor our Veterans. Local military support organizations will be invited, as well as clubs and organizations, planes and trains, modelers, the Blood Bus, and others who have participated in the past. Admission is free to all current military, veterans, or those who previously served, along with all Florida Residents. We are asking that visitors bring a donation for our annual "Canned Food Drive". The collection point will be at the museum front door, and donations will be provided to local food banks. We will need volunteers to support this event.

(continued pg 6)

(continued from pg 5)

Our next VAC Warbird AirShow is set for Saturday and Sunday, March 15-16, 2025, at our home airport in Titusville. The 4-ship AeroShell demonstration team, newly renamed “The Titan Aerobatic Team”, will headline the event. Also at the show will be the F-22 Raptor from Air Combat Command. The Army Aviation Heritage Foundation/Sky Soldiers will be back offering rides in their Huey and Cobra helicopters. It is a little early to confirm the rest of the show, but we are working with additional aerial acts and static displays. Friday morning, we will hold a “Media Day”, with Friday afternoon open for aerial practice, and a Dirty Flight Suit Party that night at the museum. As in years past, we will operate a Beer Garden tent as well as a VAC Member’s Chalet and our Gift shop on Saturday and Sunday. Again, we are looking for volunteers each day to work the tents and help the performers and ride hoppers. It is not too early to let us know if you want to volunteer. We will be building a list for our air show planning meetings. The air show Early Bird Discount Tickets will go on sale online this fall. VAC members with a current membership card get in free to the air show and the Member’s Chalet each day.

Bob Boswell, Executive Director

Email: ExecutiveOfficer@valiantaircommand.com

(321) 268-1941 ext. 4104





UPCOMING EVENTS

July 4 **Independence Day**

July 6 **Coastal Auto Rally Show**

5PM - 8PM @ Valiant Air Command

July 9 **VAC BOD Meeting**

12pm @ Boardroom

July 18 **Women in Aviation Meeting**

5pm - 8pm @ Valiant Air Command

Aug 13 **VAC BOD Meeting**

12pm @ Boardroom

Sept 2 **Labor Day**

Sept 10 **VAC BOD Meeting**

12pm @ Boardroom

Sept 11 **US Patriot Day**

Sept 14 **Fly/Drive in Breakfast (Tentative)**

8AM - 10AM @ Valiant Air Command

Finance Officer's Report



As many of you know, we have begun the construction phase of the Event Hangar Project. It has been a very long and difficult road to get to this point in the project. In addition to support from our members and contributors, I would also like to thank the Tourism Development Council and the North Brevard Economic Development Zone for their support of this project.



The big push is on now to get the project to completion. We are expecting the forms and, hopefully, the concrete slab to be started by the last week in June. We are currently waiting for a permit for the building from the Titusville planning department to get the foundation slab started. Our project management company AMAC has been unflinching in their support of the VAC and this project. Aaron McDaniel is the head of the company, which is a certified service-disabled veteran-owned small business and has been right there for every step of this project from inception to build.



Increasing the special events revenue line will allow the museum to grow and bring more people to the facility. Event revenue and increased visitorship will help us to restore more planes, improve our exhibits and displays, and increase our STEM outreach and offerings. In addition to the increased traffic, we also bring the largest corporate names in America like Lockheed Martin, SpaceX, Blue Origin, L3 Harris, and Grumman to our doorstep. We will be soon looking for an Event Center Manager to handle all special events booking and manage the center full time.



increasing our gift shop sales, and she and her team lead the way in welcoming all museum guests through our doors.

Regarding numbers, we continue to improve revenue in all areas of the museum. Leigh Lewis and his team have brought the C-47 to new levels of flying, and have greatly increased the visibility of this treasured warbird. John Makinson, our A&P, keeps her in fine shape, and she is flying better than ever. Maureen Larney, PX Manager, leads the team in retail,

Our visitor numbers continue to increase year over year and we are constantly seeking to expand our reach as tourism continues to grow on the Space Coast. We need all the volunteers we can get and there is always work to be done here. The bottom line is that we are growing, and it takes a huge team to continue this work.

Any donation of time or money is greatly appreciated to continue expansion of this museum and further our shared mission of honoring these warbirds and the men and women who flew them.



Tracy Bohrmann, Finance Director
Email: FinanceDirector@valiantaircommand.com
(321) 268-1941



Procurement Officer's Report

After extensive and exhaustive effort, Restoration has produced two more aircraft to meet the expectations of our VAC members and, more importantly, to stand their ground amongst their fellow veteran warbirds.

The first to rollout was the Fouga Magister CM-170, which initially came from the Finnish Air Force. After the Magister was retired from active duty, several found their way into civilian hands, particularly in the United States. The Finnish Air Force had a total of 80 Fougas that served from 1958 until 1988. One of the unique features that stands out is its "V" tail configuration, referred to in the operations manual as the butterfly. Another feature noticed by many of our patrons sticks out of the canopy between the front and rear cockpit. "What is that?" people often ask. "Is it a telescope? Binoculars? Gunsight?"



Binocular periscope on the Fouga Magister

In actuality, it is a binocular periscope, giving a relatively wide angle view over the front cockpit to increase visibility from the rear seat.

The Fouga had provisions for installation of a pair of 7.62mm guns in the aircraft's nose, which included a 200-round ammunition box for each gun and the ability to collect both links and cases. Underwing hard points could be used to hold up to four rockets or a pair of 110 lb. bombs. We have the 7.62 mockup guns installed and the rest of the payload will come as we are able to obtain/install.



Fouga's guns in the nose

The Fouga Magister was designed in response to a French Air Force need for a two-seat jet trainer in the late 1940s. For more information on the Fouga and its role as a veteran warbird, please read VAC June 2023 UnScramble.

The second aircraft in this quarter's Restoration rollout was the Cessna Skymaster C-337H. Multiple manhours were used on this project to ensure that the final outcome met high standards for its outstanding performance in multiple theaters. To begin, all panels had to be removed in preparation for stripping of all painted surfaces to accommodate for inspection and removing of any and all surface corrosion. That's when all the aluminum surfaces could be prepped before priming and final painting. With that completed, the antennas and sensor/payload equipment could be installed, although not all specialized equipment was available. The rest of the payload will come as we are able to obtain/install.

The C-337 Skymaster was the choice of aircraft to meet the multiple payload requirements needed for its special operations. For more information, please read VAC December 2022 UnScramble.

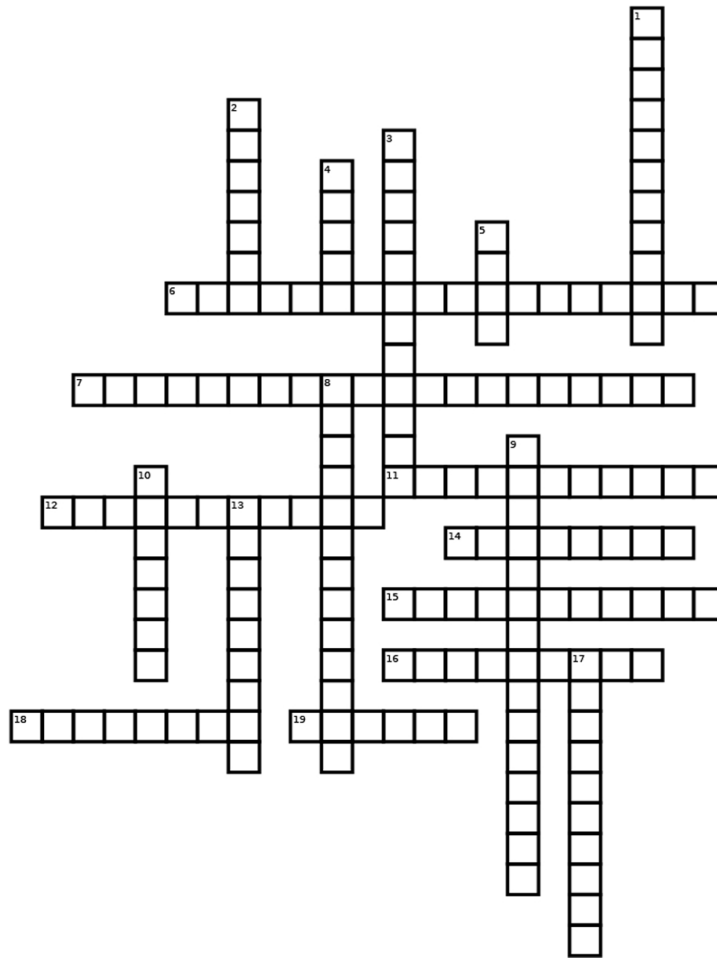
Both the Fouga and Cessna aircraft have a significant history that make it into our warbird Hall-of-Fame at the VAC Warbird Museum, and we are pleased to see them restored to their former glory.



Cessna Skymaster C-337H

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

Crossword Puzzle



Down:

1. The B-17 canopy has been rehung near this display
2. New acquisition owned by Astronaut Buzz Aldrin
3. Personnel Officer
4. A Finnish Air Force aircraft which served from 1958 to 1988
5. the project management company supporting the new VAC Event Center
8. Country generating second most engagement sessions
9. Meeting being held July 18th
10. Aircraft that was replaced in the lobby by the Dr.1
13. Facilities Officer
17. Home of Valiant Air Command

Across:

6. The headliner for the 2025 VAC Warbird Airshow
7. VAC Event on July 6th
11. Name of group offering helicopter rides at the 2025 VAC Warbird Airshow
12. PR Officer
14. The left wing of a DC-3 will be used for the new Event Center Entrance _____
15. Webmaster and Social Media Administrator
16. Cessna prop plane recently restored
18. C-123 _____
19. The largest percentage of visitors access our website via _____



Facilities Officer's Report

The Facilities Team continues to support event setup, aircraft movements, aircraft restoration/maintenance assistance, event teardown, aircraft movement back into the hangars, facilities infrastructure work, and support to other VAC teams. Tom Etter, David Shores, Terry Nies, Roger Tonovitz, Joel McGinley, Jim Bowers, Larry Dickinson, Dave Cann, Dale Hoth, Greg Goetz, Curt Reus, Rob Shaw, Charlie Meyer, Tom Wilke, and Steven Ozier

provided excellent support to the team and museum over the past quarter.

We are extremely happy to have the low roof completed over the entrance and memorabilia area, the gift shop, offices, and library at the beginning of the Quarter. No more leaks, except from the front windows of the library. As of the publishing of this UnScramble, the Vietnam Hangar pocket doors TPO roof should be completed as well. Midwest Roofing is using the leftover materials from the low roof project and a few additional materials the museum purchased.

Charlie Hammer and Hawk Moore replaced a missing cover on the spine of the F-105, and used adhesive to temporarily re-adhere the TAC patch to the left side of the vertical stabilizer. Part of the patch is missing; we need to consider ordering a new set of TAC patches for the tail. Hawk assisted Charlie with dismantling parts of the old S-2 simulator. In addition, Larry Dickinson and Hawk checked out the vertical stabilizer of the C-123 with the manlift, opening an access panel. Howard Clark pressure washed the entire exterior of the C-123 and Larry's team of Howard Clark, David Cann, and Dale Hoth have worked on the cockpit, lubricating the seat rails, replacing the cargo floor seats, cleaning up wiring and comm panels, and chasing down hydraulic leaks, including one of the flap motors.



Charlie Hammer applies adhesive to spine of F-105 for replacing missing cover.

David Cann is working with Embry-Riddle Aeronautical University (ERAU) to have A/P students re-do the control surfaces of the C-123 in metal. ERAU personnel visited and agreed to use students to cover the control surfaces as a teaching opportunity. This will be at no labor cost to the museum. We will transport the control surfaces to/from Daytona Beach and provide aluminum and rivets for the project.



Getting the C-123 Provider ready for new control surfaces

(continued pg 12)

(continued from pg 11)

Joel and Jim did some preventative maintenance on the Main Hangar compressor by draining the oil and refilling with SAE 30 oil. There were no metal particles on the magnet. The compressor also got a new pressure switch to replace the old one that wouldn't shut the compressor off. The Restoration air compressors also got oil changes, coils cleaned, new air filters, and belts adjusted. The JLG man-lift got a new starter solenoid and Joel worked through some wiring issues. Thankfully, the manlift continues to work well. Joel got the Ford pickup truck a new coded key (Batteries + Bulbs for \$28; 1/4 of what the dealership would cost) after the key was broken. Tug 6's parking brake was cleaned, bent linkage corrected and adjusted, and it now works again. Joel put new batteries in the small mower and one of the generators in Motor Pool. We have manuals for both pieces of equipment. Joel added water to the much-used silver dump golf cart batteries. Joel is constantly checking batteries for all VAC ground equipment to ensure proper water levels and charges are maintained, and has also worked through some choke and carburetor issues on the Bad Boy zero-turn lawnmower. Joel and Jim have also been working on the little Harlan tug brakes.



Roger Tonovitz replaces one of the metal halide hangar fixtures with an LED fixture.

Roger Tonovitz, with team assistance, changed the remaining metal halide fixtures in the Vietnam Hangar and one fixture in the Restoration Hangar. The team moved the A-6, F-4, and XP-82 so the lights could be replaced. Curt Reus and Tom Etter fashioned rods in the machine shop for Roger. Roger also replaced broken floor mounted sockets in memorabilia, and covered other broken floor boxes with Restoration-fabricated round metal covers. Hawk hung Greg Hale's chain hoist in Restoration Hangar for future use using the manlift. Tom, Curt, and team replaced one of the S-2F tires. Terry Nies and Charlie Meyer changed both main tires on the Fouga and lubed the wheel bearings. Terry cleaned up the corrosion, re-lubed, and reinstalled the 337 main wheels/tires. Rob Shaw and Hawk assembled three television stands and installed three television flat screens onto the stands.

For Event Center preparation, the team pulled the C-123 forward, and moved the Canberra, F-105, and F-104 to the southwest corner of the south tarmac. Marvin Juhn showed the Facilities team where the weepholes are in the back of the Canberra, and ten to twenty gallons of water were drained from the aircraft. We will work to keep the weepholes cleared of algae in the future. The C-123 stands were moved away from the corner of the tarmac for the construction and weeds were removed. Tom Etter, Terry Nies, and Steven Ozier removed the Canberra tow bar, which Jim Bowers then assessed. Much of the metal was too thin to fix. Jim has added extensions to the bar Grant Tyler built several years ago and is still working other details to make it a working tow bar again.

RJ Jones, Martin Pring, and Hawk pulled cable to the center and rear of Main Hangar. RJ and Hawk installed an announcement horn above the American Flag. Then Roger Tonovitz, Rob Shaw, Tom Etter, Steven Ozier, and Hawk pulled cable from the man-cave to the center east wall of the Vietnam Hangar and installed an announcement horn. RJ has both horns operational. Roger Tonovitz extended a power circuit into the pocket door area on the SE corner of Vietnam Hangar. Once additional Ethernet cables are pulled to that corner, cameras will be added inside to cover south end of the hangar and outside to cover the South Tarmac. Roger also fixed the end piece of one of the Main Hangar doors where fasteners had come loose and allowed the metal sheeting to flap in the wind.

The Facilities, Curator, and Restoration Teams moved the Fokker Dr.1 and engine/engine hoist into the memorabilia area before she was reassembled. (For more information on the DR.1 move, see Curator's Corner pg 19.)

(continued pg 13)

(continued from pg 12)

Leigh Lewis, Steve Romine, and Hawk met John Makinson in Deland, FL to assess C-47 wings and other C-47/DC-3 parts for VAC use. It was a great trip via Leigh's Cessna 195. Later, Rob Shaw and Hawk Moore drove up and worked with John Makinson, Steve Romine and Steve Vogdes at Mark Borghorst's Deland, FL farm to prepare and load the left DC-3 wing for transport to the VAC for the future Events Hangar entrance overhang. Other parts (brake pucks, cowlings, etc.) were loaded into the VAC pickup for transport. At the end of April, John Makinson was the leader on the C-47 wing movement. Terry Nies was on the big forklift, Leigh was on yellow forklift, and Charlie Hammer was down low watching and signaling to Tom, telling both forks what to do. The Restoration Team continues to prep the wing for use on the Events Hangar.

Jim Bowers and Hawk Moore fixed the Restoration Hangar steel bracing that was moving in high winds. Two bolts were missing and two bolts were loose. Four bolts are now holding the bracing securely. Jim and Hawk brought over the propane generator from Doug Matthews' Area 51. The generator will be used to provide backup power to the Events Hangar. Roger Tonovitz fixed the toilet in the women's room in the breakroom.



Rob Shaw, Steve Romine, Mark Borghorst (donated wing), John Makinson, and Steve Vogdes prepare DC-3 wing for transport.



Terry Nies and Tom Etter fix the bomb loader brakes.

Terry Nies led the team effort to fix the noisy wheel bearings on the Canberra. Tom Etter and Rob Shaw removed the aft jack post on the aircraft and no water came out. The Canberra nose was successfully lifted with the bomb loader from the side. The front of aircraft was not heavy. One nose wheel was blocked to prevent the nose from falling during work. The wheels rotate without noise and the bearings are very smooth. The nose-wheel tire rubber is old and cracked. The nose-wheel assembly rotates freely left and right. The team was not sure how to reload the nose strut with nitrogen and fluid to raise the nose.

The bomb loader started to let the Canberra nose settle from a hydraulic leak under the bomb loader table. The travel noise was perhaps from the delaminating brakes rubbing on the wheel bolts. The team decided to move ahead with putting the aircraft back in its original configuration. The bomb loader was dragging a wheel and barely moving. Terry found no fluid in the rusting brake supply tank.

They added fluid and purged air (only got air on left side). The brake pucks appear to be working at an angle and jammed. The brakes were even harder as they pumped the brakes to get the air out. Terry led the effort to fix the brakes on the bomb loader. The left front tire was leaking and it appears to be fixed after he replaced the valve core. Joel McGinley checked the batteries on the bomb loader.

Rob and Terry got the MiG-17 canopy back on track. Charlie Hammer, Terry Nies, Rob Shaw, Jim Bowers, and Hawk fixed the port main tires on Astronaut Buzz Aldrin's Learjet 23 and brought her over to the South Tarmac from the Space Coast FBO.



Hawk Moore, Terry Nies, Charlie Hammer (behind strut) and Jim Bowers re-seat Learjet main tire before transport to VAC

(continued pg 14)

(continued from pg 13)



Astronaut Buzz Aldrin's Learjet 23 on VAC South Tarmac.

Jim, Joel, and Hawk loaded up and transported donated items to the VAC from Jim Tow's hangar at Merritt Island Airport.

Tom Etter was called in to pull the C-47 out for a revenue generating airshow. Leigh Lewis, Marvin Juhl and Brenden Washinton (docent) spotted for the SNJ, Stearman, and C-47 movements. Tom Etter worked through aircraft movement processes with Brandon.

Greg Goetz and Tom Etter removed two stretchers from the Restoration attic to be used for the H-19 display. Tom also helped Roger Tonovitz sweep up additional loose concrete and dirt from the

Main Hangar tracks. Leigh Lewis and Tom Etter removed four fake prop blades and a spinner from the Restoration attic. Leigh sold them to Mike McCann for VAC revenue. The team looked for the missing wing tip for the spare C-47 wing we have in the back of the Vietnam Hangar. It has not been found.

The team moved the F-5 to the South Ramp as Restoration work on the aircraft was completed. They also added air to the F-5 mains.

Roger Tonovitz spearheaded an effort to remove a large number of fluorescent bulbs and transformers from the upstairs area and replace them with LEDs following the completion of the low roof project. All told, 263 old fluorescent tubes were removed throughout the facilities. Rob, Roger, and Hawk changed out stained ceiling tiles throughout the facilities. Joel McGinley found out we could take fluorescent bulbs to Clean Earth for recycling. Joel estimated that it would cost us \$65.75 to recycle all bulbs. He packed them into boxes and took them to Clean Earth. Jessica at Clean Earth was going to charge Joel \$50 to recycle the bulbs. Joel had three \$20 bills and neither could break a \$20, so she ended up charging us \$40 for all bulbs. Great job Joel.

Roger moved the thermostat from the library storeroom to the main library area. Steven rounded up some loose parking cones from South Ramp to motor pool for the cutting out of the parking area for the new Event Hangar.

Terry, Rob, and Tom moved the S-2F to the south edge of ramp in preparation for the Event Center construction. They aired up its starboard tire (not the one changed recently). The C-123 was moved as well.

The team moved the name bricks from the entryway to the Vietnam hangar to a pallet on the North driveway. Jim Bowers welded two sleeves for the A-7 struts to keep the main wheels from bowing out. Terry Nies led the effort to put the strut braces on the A-7. The team aired a flat rear tire on the XP-82 and one front tire on the A-7.

Joel replaced the ammeter in the #3 Navy tug, as it had burned out. The eyewash station in motorpool was serviced by Roger Tonovitz, but it had a leak around the drain wall. Joel fixed the leak and found a less expensive additive for future servicing. The BadBoy mower got a new front tire/wheel to replace a leaking/split tire. The #16 Clark silver forklift was checked for a suspected charging problem, but none was found. Joel changed the coolant due to some signs of corrosion and completed an oil/filter change.

The Facilities Team worked with Restoration to pull the OV-1 Mohawk from the front yard to the gate. Jim Bowers completed an emergency fabrication of strut braces so the OV-1 wings could be removed and the aircraft moved into Restoration. Jim also created brackets to mount the new mini-split HVAC outside condenser to the B-52 dolly. The inside unit, lines, and wiring were installed on 25 June 2024. We're hoping the new unit



Team looks on as OV-1 Mohawk is towed from the position as Gate Guardian toward the Restoration Hanger.

(continued pg 15)

(continued from pg 14)

will do a better job of cooling the B-52. HVAC clean up inside and outside the B-52 will be done as time permits.

In the past month, the Facilities team has taken three loads of metal to Dominion Recycling for over \$800 in revenue for the museum.

Thank you to Marvin Juhl who facilitated getting Colman Heating and Air to replace the old HVAC unit in the break room. Thanks also to Marvin and the docents team who helped bail out the HVAC air handler box that backed up in early June.

Tom Wilke continues to do a superb job with mowing (with some assistance from Hawk) and weed-eating the entire lawn along with his Restoration duties. He planted new bushes, pulled weeds and added mulch to the front beds. Greg Goetz continues to do a great job with cleaning our facilities and assisting with opening and closing the facilities.



VAC South Tarmac lineup with F-100, F-101, S-2F, F-5E, F-8, F-104, F-105, and Canberra.

Hawk Moore, Facilities Director

E-Mail: hawk.moore@valiantaircommand.com

(843) 327-6474

PR Officer's Report

We have begun working with a global tour operator headquartered in Germany: www.getyourtour.com. They have added us to their website and sell our admission tickets. They are a very large global operator and the arrangement would be similar to TUI, Groupon, and Patrick SFB.



We sent our press releases about the postponement of the fly in/drive in breakfast, tentatively listing its return in the fall.

We are advertising in a very comprehensive brochure being created by the Cocoa Beach Chamber of Commerce, and I have hired a media specialist and copywriter to begin work on a brochure to be used to help bring business to our new event hangar.

I am working on a list of folks to invite to the dedication of the events hangar. While no official date has been set yet for the dedication, we are currently anticipating mid-August.

I combed through the entries of our guests to see "where they heard about us". There were 11 different mentions and the top three were Word of Mouth (30.6%), Saw us passing by (28.7%), and Internet (15.7%). This leads me to believe that it would be a good idea to increase our visibility at the entrance on US 1.

David Shores, PR Director

Email: PR@valiantaircommand.com

(321) 268-1941 ext. 4106

NOVEMBER 9 - 10 2024

VALIANT AIR COMMAND, INC.

Veterans Open House 2024



November 9/10

Free for Active Service, Veterans.



Free for FL Residents with canned food donation

Join the Valiant Air Command, Inc. for a thrilling weekend packed with historical fun, jaw-dropping aircraft spectacles, book signings, scale model magic, yummy eats, a big sprinkle of camaraderie and much more!

Honoring our Military Heros; All Active and Veterans get entry free.

Florida Residents can also score free entry by bringing a canned food donation.



WWW.VALIANTAIRCOMMAND.COM



Webmaster's Report

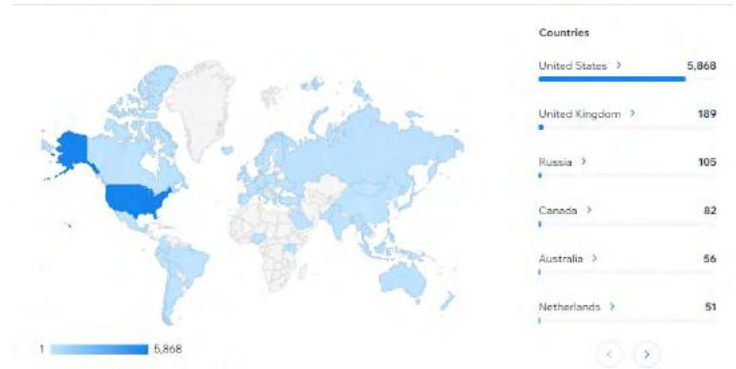
By Martin Pring

We are excited to share some incredible insights into the recent performance of the Valiant Air Command website and our Facebook page. Our digital presence continues to grow, and we are thrilled to see the increasing engagement from our global audience. Here's a detailed look at our latest statistics:

Global Reach

Over the past 90 days, our website has attracted visitors from all over the world. The top countries by session include:

United States: 5,868 sessions
United Kingdom: 189 sessions
Russia: 105 sessions
Canada: 82 sessions
Australia: 56 sessions
Netherlands: 51 sessions



This global interest highlights the widespread appeal and fascination with aviation history and our museum's unique offerings.

Traffic Overview

In the last 90 days (from March 26 to today), our website has seen:

7,098 site sessions (an 11% increase from the previous period)
5,736 unique visitors (a 12% increase from the previous period)

This growth in both sessions and unique visitors demonstrates a significant uptick in interest and engagement with our content.

Visitor Behavior

Our traffic sources reveal that most of our visitors find us through:

Google (Organic search): 3,715 sessions (13% increase)
Direct traffic: 2,153 sessions (3% decrease)
Referral from clickorlando.com: 350 sessions
DuckDuckGo (Organic search): 162 sessions
Bing (Organic search): 151 sessions (15% increase)

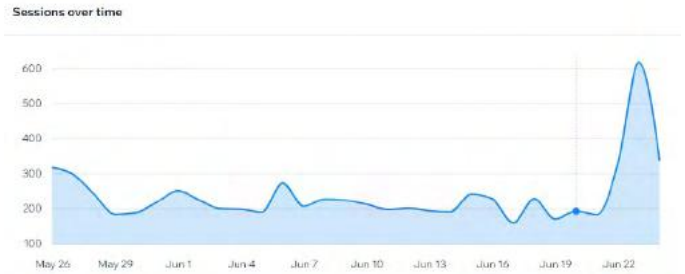
It's clear that our efforts in search engine optimization are paying off, as organic search remains the leading source of our traffic.

(continued pg 18)

(continued from pg 17)

Engagement Trends

Looking at our session trends over time, there's a noticeable spike in activity around June 22. This could be attributed to recent events or promotions we've been running. Additionally, the average sessions by day show that Sundays and Saturdays are our busiest days, with over 300 sessions each, indicating high weekend interest in our content.



Device Usage

The majority of our visitors access our website via mobile devices (69%), followed by desktops (30%) and tablets (1%). This emphasizes the importance of maintaining a mobile-friendly website to ensure a seamless user experience.

New vs Returning Visitors

We have a high percentage of new visitors (95%), with 5,444 new visitors in the last 90 days. This indicates that our reach is expanding, and more people are discovering the Valiant Air Command for the first time.

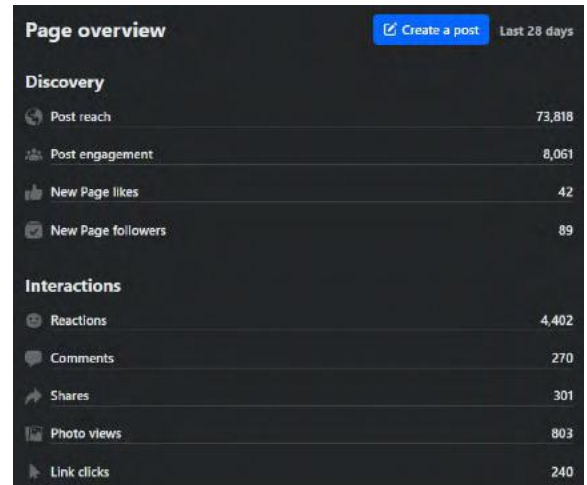


Facebook Performance

Our Facebook page has also seen significant engagement over the past 30 days. Here are some key metrics:

Post reach: 73,818
Post engagement: 8,061
New Page likes: 42
New Page followers: 89
In terms of interactions:

Reactions: 4,402
Comments: 270
Shares: 301
Photo views: 803
Link clicks: 240



These numbers reflect the growing interest and active participation of our community on social media. We appreciate every like, comment, and share, as they help us spread the word about our mission and events.

We are delighted with these positive trends and will continue to work hard to provide engaging and informative content for our audience. Thank you for your ongoing support, which is instrumental in helping us achieve these milestones.

Martin Pring, Webmaster and Social Media Administrator
Email: martin.pring@valiantaircommand.com
(321) 223-1615

Curator's Corner

By Malcolm Cater



Well, the last few months have seen a lot of changes in the front lobby. The Fokker DR.1 has replaced the Wildcat and taken the place of pride in the center. The historic plane and particularly its rotary engine have generated a lot of interest.

The B-17 nose canopy has been removed from above the door entrance into the Main Hanger to a more viewable position. After cleaning, it was re hung adjacent to the Banana River display. Appropriate artwork was added, along with a Mighty Eighth Air Force flag. Prior to this, the whole back wall had been repainted. Thanks to Jack Bradford for his efforts.



B17 display

The Curator team has also spent many hours sorting and collating the many medals and insignia from the various branches of the armed services.

The Doolittle Raid display is almost complete, and we have obtained a larger model of the Hornet, which is currently under construction by our master modeler Chip Chamberlain. The family of Bob Munsey, a late member of the Museum, donated a substantial number of aircraft models. These have been distributed throughout the two Memorabilia Rooms.

Over the years many non-aviation models have been acquired, consisting of mostly tanks and other armored vehicles. These were donated to local modeler groups, who were very pleased to receive them.

Donations continue to come in on a regular basis, one of the most notable of which is a portable generator used to power radio devices, which dates from the Korea/Vietnam era. Other donations include a 1940's era Range Finder, a USCG Captain's Uniform from the 1970's, and a Korean era Sergeant's uniform and Great Coat.

My thanks to Christine Reynolds and Jack Bradford for all their efforts in the past few months.



Fokker Dr.1 displayed in the lobby



Curator Malcom Cater next to the Dr.1



Visit our social media pages here!



Visit our website here!

- 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 31st

Editor: Terri Pring

Acknowledgements: Louise Kleba and Lorraine Juhl

Photo Credits: Marvin Juhl, Martin Pring, Tracy Bohrmann,

Lorraine Juhl, Phyllis Lilienthal, Hawk Moore,

Christine Reynolds, Titan Aerobatics Team, AMAC Building Professionals,
North Brevard Economic Development Zone, Tourism Development Council,
Florida Dept of State

Please note: Items submitted after the submission deadline will not be published or will be published the next quarter if applicable. The Editor reserves the right to not publish submitted items.