

UN SCRAMBLE



OFFICIAL BULLETIN OF THE VALIANT AIR COMMAND - JANUARY, FEBRUARY & MARCH 2010



TICO **WARBIRD** 2010 AIRSHOW MARCH 12, 13 & 14



HONORING THE MEMORY
1959 - 1973



Vietnam

MODERN MILITARY FLY-BYS & DEMOS • STRAFING RUNS
VINTAGE WARBIRDS & STATIC DISPLAYS • DOG FIGHTS

VAC, 6600 TICO ROAD, TITUSVILLE, FL 32780 - (321) 268-1941 - WWW.VACWARBIRDS.ORG

VALIANT AIR COMMAND
Dedicated to restoring military aircraft
6600 Tico Road
Titusville, FL 32780-8009

Phone: 321-268-1941
FAX: 321-268-5969

Website: www.vacwarbirds.org

Email: vacwarbirds@bellsouth.net

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 Educational Museum
Recognized by the Internal Revenue Service

EXECUTIVE & SUPPORT STAFF

COMMANDER	Lloyd Morris vacwarbirds@bellsouth.net
EXECUTIVE DIRECTOR	Bud Evans nabuevans@cfl.rr.com
OPERATIONS DIRECTOR	Ken Terry kenterry@cfl.rr.com
MAINTENANCE DIRECTOR	Bob James jamesroberte@bellsouth.net
FINANCE DIRECTOR	Lora McCabe vacfinance@bellsouth.net
PERSONNEL DIRECTOR	Bob Boswell bob@sea-plane.com
FACILITIES DIRECTOR	Norm Lindsay vacwarbirds@bellsouth.net
PROCUREMENT DIRECTOR	Bob Frazier roberthjrfrazier@bellsouth.net
PUBLIC RELATIONS DIRECTOR	Terry Yon vacinfo1@bellsouth.net
EVENTS COORDINATOR	Phyllis Lackey vacwarbirds@bellsouth.net

MEMBERSHIP RATE CHANGES

NEW MEMBERSHIP RATE changes were effective
01 December 2009. \$100.00 Single, 125.00 Family

RENEWAL RATES effective 01 APRIL 2010
\$100.00 Single; Family \$ 125.00;
Lifetime remains unchanged.

MUSEUM & GIFT SHOP

Open 7 days a week 9 AM-5 PM
Closed Thanksgiving, Christmas & New Year's Day

ADMISSION

Adults \$18.00 Senior/Military \$15.00
Children 5-12 Years \$ 5.00
Special Tour & Family Rates Available

FUTURE EVENTS -2010

09 January --- AirShow Meeting - Noon
16 January --- C-47 Flight
19 January --- Board of Director's Meeting - Noon
06 February -- C-47 Flight
14 February -- Happy Valentine's Day
16 February -- Board of Director's Meeting - Noon
11 March -----Dirty Flight Suit Party
12 March ----- Auction
12, 13 & 14 March – TICO Warbird AirShow
17 March ----- Happy St. Patrick's Day
23 March ----- Board of Director's Meeting (tentative)

COMMANDER

Greetings to Everyone,

I hope all of you had a wonderful Holiday Season and I Wish You and Your Families a Happy New Year! As most of you already know, we had a busy 4th Quarter here at the Museum. Our Veteran's Day Weekend Open House was a success and a big thanks to all of the volunteers, tour guides, pilots, Greg and Christine Zahornacky for music provided, staff and the Board of Directors for your time and efforts in making us shine in the community!

AirShow 2010 is right around the corner and we're busy making plans now, so all key personnel and volunteers on our Task List, please plan to attend the 09 January 2010 Meeting at noon in the VAC Library. It is important that we start fine-tuning the details.

I thank everyone who has worked hard this year to keep things running smoothly at the Museum. Our Gift Shop looks great, so stop on in and take a look if you haven't been in lately. The C-47 "Tico Belle" is up and running with several revenue flights already booked in January. Thanks to everyone for a job well done.

And finally, the biggest accomplishment achieved between our last UnScramble newsletter mailed out is the FDOT Matching Grant for the new Vietnam Display Hangar. Bids were opened on 17 December and read at the Space Coast Regional Airport Authority Office. Although the lowest bidder had been approved at the time of this writing, the bids will have to be formally balanced in accordance with state and county requirements. Following the Letter of Acceptance, final Permit and some small details, we should start breaking ground shortly. I would like all of you to be aware that impact fees alone will run about \$30,000 to \$40,000, so if you have not already made a contribution to the Vietnam Display Hangar Fund, please send in your tax-deductible donation now and help the VAC meet its goals. This building will be something that all of you can be proud of with your commitment.

See you at the 33rd Annual TICO Warbird AirShow 2010 and Blue Skies!!!

Lloyd Morris

2010 AIRSHOW DONATIONS

As of 22 December 2009, the AirShow 2010. Donations have reached almost \$15,000. Thank you to the following individuals and businesses who have contributed to the 33rd Annual TICO Warbird AirShow 2010:

Anderson, Roland V.
Barden, Robert James (Ann Arbor Commerce Bank)
Bayerdorffer, Herman & Cynthia
Beck, Preston E.
Birch, Billy R.
Bond, James F.
Boyken, Jeff & Carolyn
Cassidy, Richard & Phyllis
Capito, Mike "Cap"
Chambliss, Charles
Clements Jr., Charles W. "CW" (Super Three, Inc.)
Connell, MSGT. USAF (Ret) Timothy J. & Kuan C.
D'Amario, Alfred J. & Colleen R.
Davidson, Kelly C.
Dayton, Peter M. & Eileen
Deakins-Carroll Insurance Agency
Dillard, William N.
Dorrell, Jack & Joan
Etter, Thomas R. & Patricia E.
Ewing, Harold H. "Hal"
Felton, Jean A.
Fleck, Francis C. "Frank"
Graveline, Robert P.
Greist, David M. & Rose

Harris, H. "Herman" L.
Hofbauer, John F. "Jack" & Unni Andrews
Hornblower Marine Services FL, Inc.
(In Memory of Major Nathan V. Hawthorne)
Hussey, Donald L. & Carol J.
Inge, Jr. Earl M. & Brandy Wesley
Juhl, Marvin T. & Lorraine M. Juhl
Keyes, Barry E. & Kathryn G.
Littell, R. Wallace
Mack, James E.
Madonia, Ronald V.
Marco, David A. & Julie
Martin, Albert C.
Mathis, David E.
McGrath, Joseph P. & Deborah H.
McNamara, Harry J.
Moriarty, Eugene P.
NCCI Holdings, Inc.
(Match for Gail A. Nichols 2009)
Parrish Medical Center (Sponsorship)
George Mikitarian/Natalie Sellers
Peckham, Howard L.
Pierce, Jody (WowToyz)
Schlafly, Fred E.
Schwartz, Richard J.
Stetson, Raymond C. & Rosemary & Peter Stetson
Strickland, John W.
Tensor Engineering (Walter Gatti)
Tullius, Robert C. (Group 44 Inc. Air Operations)
Walker, Richard E. & Cornell
Wall, Robert D. & Donna
Whitney, David (Matching contribution from
Emerson - Robert. M. Cox, Jr.)
Woodard, Paul

If you have not already made a donation, but would like to, please mail your payment to: Valiant Air Command, 6600 Tico Road, Titusville, Florida 32780-8009. Remember that your tax-deductible donation is going to our biggest fundraiser of the year for the benefit of the Museum. We appreciate each and every contribution received!

SEED MONEY

The following members have donated Seed Money towards the TICO Warbird AirShow 2010 and I thank you whole-heartedly for your contribution. Although we have not asked for Seed Money per se this year, as in past years, it does assist us with some of the upfront expenses in preparation for this huge event. Thanks to the following individuals for your support:

William N. Dillard
Tom & Patricia Etter
Darrell M. & Dorothy M. Fisher
Jerald I. Jeffers

EXECUTIVE OFFICER

The year 2009 has concluded as a "Banner Year" in the history of the Valiant Air Command. Our AirShow was another wonderful success and we are well into the preparations for the 2010 AirShow.

The TICO Belle is back in the air and showing the Flag of the V.A.C. at other airshows. Ken Terry and Bob James have been running the operations with Ann James leading the schedule for paid rides in the historical C-47. Bob has been the leader in that effort with many, many volunteers working tirelessly in the effort to put the aircraft back in the air.

Our Public Relations and Tour Group Leader, Terry Yon has been so successful this year that the success in those areas are directly the result of his tireless and dedicated efforts.

Ken Terry has been constantly involved in aircraft operations and has been instrumental in supporting all of the events at the museum and at other airshows by showing the VAC presence.

Bob Frazier is still doing his usual outstanding job in getting aircraft and other "Warbird" memorabilia for our growing museum and airshow auction.

Norm Lindsay never seems to run out of energy in his total support of all the goals of the museum facilities and the flying of the TICO Belle.

Bob Boswell is doing a tremendous job with the many tasks required of the Membership Director which has resulted in a steady growth of our membership worldwide. He is also directly responsible for the military support we get at our airshow.

Laura McCabe is expertly overseeing our finances and taxes and has the thankless job of trying to keep the whole Board aware of our financial limitations on all of our spending decisions.

The obvious greatest challenging job is that of Commander Lloyd Morris who oversees all of the organization with a full hands-on approach to all of our activities. He is almost single-handedly responsible for the raising of funds, grants and donations, which have made the addition to the museum a reality. His total dedication to the organization and to this project is beyond my ability to describe. He has motivated all of the Board members and volunteers to help in any way possible

to assist him in achieving our success in the planning of this project. That has ultimately led to his success in the reality of the additions scheduled construction beginning shortly after the first of 2010. There are just not enough words of praise for the outstanding leadership Mr. Morris has brought to the Valiant Air Command. He has worked very hard to successfully build a rapport with the Space Coast Regional Airport Authority, State, County and City governmental leaders as well as the Airport Director Mike Powell, who has been extremely supportive of the goal of our organization.

I must tell all of the members of this great organization that we are blessed with one of the world's greatest groups of dedicated volunteers and donors. This is not idle praise but just come to the museum or airshow and you will see what your financial support of this visual presentation of the history of military aviation has become. Under the leadership of Lloyd Morris and the efforts of the many, many tireless volunteers, they have made the museum and airshow the smooth working organization we have today. It is impossible to point out any one person who contributes the most to the Valiant Air Command's success as they all work tirelessly to create the very best environment to display the many historical military aircraft and memorabilia that we have in our museum today. What most of us don't see are the many events that are held in the museum during the year that promote the organization and introduce it to civic groups who would ordinarily not know what we have and what we offer on display to the general public. The "Ladies" who help with the events as well as the volunteers who move the aircraft in and out of the hangar and set up chairs and tables are the essential elements that make the museum a show place for community events. It is so very hard for me to adequately describe to the members who can't be here to see for themselves, what a terrific amount of effort is put forth by these wonderful volunteers and staff. Just allow me to say it is a true honor to be associated with all of these tireless workers. The year of 2009 has been a banner year for the VAC and we are looking forward to an even greater 2010!

N. C. "Bud" Evans

AVIATING WITH EVANS E-101B

After finally being returned to flying status I was in the air flying everything we had in fighter test programs. After just a few weeks I was assigned the Phase IV Stability and Control tests on the F-100D.

By then I had become re-current in most of the fighter aircraft. Having been flying the Performance Test Program on the F-101A before being hospitalized it must have seemed logical to the Test Operations that I should be given the F-101B tests when the aircraft was assigned to Edwards. I had only partially completed my test flights when I was hospitalized for 5 1/2 months followed by 7 1/2 months waiting to get back on flight status. During that time a friend of mine Bill Ross who had been in Fighter Test Operations at Wright-Patterson Air Force Base resigned from the Air Force and took a job as test pilot with McDonnell Aircraft Company, the manufacturer of the F-101 Voo-Doo aircraft. While performing spin tests on the aircraft he was unable to recover after the aircraft went into a "flat spin". He had ejected but the company had placed a stick "shaker" and "kicker" to prevent stalls and spins. The aircraft's design with the horizontal stabilizer mounted on top of the vertical stabilizer was the culprit. When the aircraft approaches a high angle of attack the wing and fuselage block the air flow over the horizontal stabilizer causing it to lose lift thus causing the aircraft to "Pitch Up".

I was assigned the "Stability and Control" Test on the F-101B and flew commercial to St. Louis, Missouri to pick-up the new test aircraft. It was a long day and I was met at the terminal and driven the McDonnell factory. Bill Ross gave me a quick cockpit check, a pat on the back and this large powerful flying machine was mine to take to Edwards to start my test program. I don't mind telling you that I felt way behind this large "Interceptor" as I taxied out to the Lambert Field runway and lined up following commercial traffic. When I pushed those throttles forward and placed both engines into afterburner, I was just hanging on for the ride. The acceleration was fantastic and I reached rotation speed almost before I realized it. In order to keep the airspeed below maximum landing gear speed required that I pull the nose to such a steep angle that I felt like I was in a near vertical climb. Quickly raising the landing gear handle allowed me to release a little back pressure on the control stick but the airspeed was still building and I confess that to stay on my climb schedule resulted in my visibility being almost all blue sky. I could not have seen another aircraft if it had been in front of my flight path. Fortunately the Departure Controllers were familiar with the F-101B's steep climb and they had cleared all traffic out of my path. I couldn't have imagined that the "B" could produce that much more performance than the smaller and lighter "A" model.

After coming out of afterburner and finally establishing a climb on the briefed schedule I climbed to my cruising altitude of 38,000 feet en route to Tinker AFB, Oklahoma where I had time to settle in and become familiar with the aircraft. After landing I waited for the McDonnell support aircraft to arrive carrying the compressed air bottle system required for the start system of these special J-57-P55 engines. None of the military bases were equipped with this new system which the F-101B required for starting therefore the McDonnell support team had to trail me to Tinker and Kirtland Air Force Bases. At dinner that night with the McDonnell crew I learned a little more about the F-101B and the remainder of the trip I felt fully in control of the Voo-Doo II.

Shortly after I started flying the tests the pilot assigned to the Performance Tests was killed testing a Lockheed U-2 and I was assigned the whole F-101B program.

McDonnell Aircraft was contracted to conduct the spin tests on the "B" model. This time they installed an anti-spin chute which was to be deployed if the aircraft pitched up and proceeded to enter an uncontrollable flat spin. Another former Wright-Patterson test pilot who had resigned from the Air Force to work for McDonnell, Don Stuck was assigned the spin test program. When the aircraft stalled, pitched-up and went into a flat spin he deployed the spin chute and as the aircraft pitched nose down the shroud lines were cut by the sharp edge of the housing of the spin chute door which had opened to deploy the chute. The aircraft immediately returned into a flat spin. All of Don's efforts to regain control of the aircraft were unsuccessful so as the safety chase pilot I started calling on the radio for him to eject. The aircraft continued to rotate in a straight downward nose level flat spin with no sign of the pilot releasing the canopy or of the seat ejecting through the canopy. It appeared that the aircraft was carrying the pilot with it as it approached the desert floor. It was rotating as though it had a rod in its center around which it was rapidly spinning. I had to break off and pull out from my diving spiral. The F-101 impacted the ground like a rotating metal pancake and exploded in a cloud of sand, fire and smoke. Miraculously Don's parachute blossomed nearby. His low ejection through the heavy canopy caused serious but not life threatening injuries. He was rushed to the hospital in Lancaster, California, the closest civilian hospital.

He told me his fantastic story just a short time after being admitted to the hospital. It's a story that is

hard to forget. He had attempted to eject at about 12,000 feet altitude while being completely out of control in the flat spin. He pulled the seat arm rests upward which should have ejected the canopy but nothing happened! By raising the armrests it exposed the firing trigger which fires the seat ejection charge. He kept trying to fire the seat through the canopy without success. By the umpteenth time he finally resolved in his mind that he was going to DIE!! He ran through his mind what his wife and children would do when they heard of his death and then he began to think about how much it would hurt when he impacted the ground. He remembers subconsciously trying to keep the aircraft from hitting the ground and pulling harder upwards on the armrest handles when suddenly he was exploded through the canopy, his parachute opened and he was on the ground close to the impact explosion of the F-101B. To the best of my knowledge he never flew again. I had to continue with my testing of the Voo-Doo while also sitting on the accident investigation board.



Looking at this wreckage created a warning to me as I was going to be assigned the task of identifying the flight regime where the aircraft approached the point where the “pitch-up” occurs and from where no recovery is possible. The U.S.A.F. had bought the F-101B and the company had designed a very conservative stall avoidance system which compromised the full maneuvering capabilities of the aircraft.

I believe that my flight testing of the F-101B was among the most difficult and demanding flying I have ever performed. The purpose of all of this phase of testing was to fly the F-101B throughout its speed and altitude range defining how many “G’s” the aircraft was capable of achieving before departing into a high speed stall and ending in a non-recoverable flat spin. As if this was not difficult enough, the pilot feed back through the control stick forces had to be forgotten as the irreversible flight

control system of the F-101 was hydraulically driven and gave only artificially induced feel to the pilot. Probably the most difficult test of this very demanding program and was really a wild exercise when performing full aileron deflection rolls at high altitude with two 450 gallon drop tanks installed. I managed to complete both the Performance and Stability-and-Control tests as well as defining the absolute limits to which the aircraft could be flown before the stall warning “stick shaker and kicker” systems were engaged. Always in the back of my mind was Don Stuck’s description of his harrowing flat spin!

The only really near disaster happened on one of my heavy weight flights where one of my tires overheated on take-off and being unaware of the problem I made my normal landing on the 15,000 foot runway at Edwards AFB. It was immediately apparent that my right tire had blown however controlling the aircraft was not a problem. I had deployed my drag chute immediately on touchdown and the nose wheel steering system made it easy for me to remain on the concrete as I rolled to a stop. I did not apply brakes for fear of locking the right wheel and possibly ending up with losing the wheel which would result in causing serious damage to the right landing gear strut and wing. The roll-out to a stop took what seemed like a long time but I wasn’t too concerned until the control tower (located a long way from the runway) began excitedly telling me my aircraft was on fire! As soon as I came to a stop I opened the canopy and saw the tongue of flame licking at the bottom of my right wing. The magnesium wheel and the hydraulic lines were on fire with the flames climbing up the landing gear strut towards the bottom of the right wing.

At this point I should add that my rear seat occupant was a Civil Service Flight Test Engineer who had volunteered for the job, I’m sure it was to get the flying pay. At that time most of Fighter Test Engineers were not on flight status as most of our fighter aircraft being tested were single cockpit machines. It was apparent from the start that he was very nervous about flying and even more so when he knew what we were trying to accomplish in the pitch-up boundary investigation.



**THE F-101B
FLOWN BY ME
DURING ALL OF
THE
PERFORMANCE
AND STABILITY
TESTING.**

Apparently when he heard the words “You’re on Fire” from the control tower he panicked. As we were slowing down prior to opening the canopy, I called him on the intercom and told him to slip out of his parachute, put the safety pins in the seat and climb over the instrument panel into the front seat, follow me over the windscreen, slide down the nose section to the nose-boom and swing down to the ground. I had rapidly slipped out of my parachute and installed the seat pins and as I stood up and looked at the rear cockpit. It was empty! Looking down to my left I saw him scrambling on the ground heading away from the aircraft. The rear cockpit is at least ten feet above the ground and a large man wearing his full flying gear weighs a lot. He had leaped over the side of the aircraft with all of his flight gear on and despite wearing flight boots managed to severely sprain ankles plus other minor scrape and bruises. The sight of him with his back pack parachute and helmet on scrambling on his stomach away from the aircraft gave the almost comical appearance of a turtle trying to win a race or get off the runway. I easily departed over the windscreen, slid down to the nose boom and lowered myself to the ground. The fire trucks and ambulance arrived soon afterwards and I helped my injured engineer into the ambulance.

My replacement engineer was an Air Force 1st Lieutenant and we worked really well together successfully finishing a very demanding bit of flight testing.



EVANS AND HIS F-101B FLIGHT TEST TEAM

You can get up close and personal with the F-101B, Voo-Doo at the Valiant Air Command Museum, Space Coast Regional Airport, Titusville, Florida.

N. C. “Bud” Evans [c]



OPERATIONS DIRECTOR

The TICO BELLE has made 5 revenue flights since our first flight of 23 June 2009, 3 more are scheduled for 16 January 2010. In six months we have given 5 rides. We roughed out a budget that required 2.5 rides per month to break even. We are a little behind schedule. Interest is picking up a little, however. We need help in selling the rides to maintain the flying status of the BELLE, tell your families, friends, neighbors, even strangers, about the wonderful opportunity to ride in one of the very few Historical WWII aircraft still flying. We need to accelerate the pace if we are to average 2.5 revenue flights per month by 23 June 2010.

The BELLE made a flight to Fort Benning, GA that resulted in a slight profit for us. Not what we anticipated, but it was in the black.

We attended the Stuart AirShow and were able to drop the Black Dagger Parachute Team, sold a few t-shirts and toys for a few more dollars.

The Airport Manager at Stuart has offered us space at the airport for a weekend of selling rides. Anyone living in that area that can help with this project, please call me.

During the Stuart AirShow, Linc Dexter and I were talking about our new hangar project and the efforts to raise the money we need for it. Linc suggested special “Bomber” jackets, a limited number to sell that as the EAA did very successfully, for their building project. Within days after it started, Linc ordered one and his number was 875 of 1,000 jackets at \$1,000 each. I called Lloyd and got his okay to proceed! Within hours Linc and I sold 14 jackets! This was accomplished without knowing any details of the jacket. I researched jackets, talked to the EAA, VAC members, got BOD approval and here is the deal: Sell 500 jackets at \$500.00 each. We have a company willing to commit 500 black leather bomber jackets (not heavy, lightweight style, wearable in Florida), varying sizes, with individual names and numbers on them. The VAC logo on the back, American flag on the left sleeve, MIA patch on the right sleeve, VAC wings and your name on left breast, and your jacket number on the right breast. Numbers will be issued as deposits are received. In case we get more than one deposit at the same time, a drawing will be held and numbers assigned. If you want a special number, and it is not available, you will be notified before your order is processed any further.

Note: See above Numbers 1 through 12; numbers 14 and 239 have already been taken. Get your \$200.00 deposit to me ASAP, so you can get a low number and support the VAC. Include your size and how you want your name (include call sign) spelled. This is could be a tax deduction to the extent allowed by law! Call me with questions. Home (386) 322-5378, Cell (386) 405-4822, VAC (321) 268-1941. Sell a jacket to your friends and neighbors! Buy one for the grandkids! We should realize about \$200.00 for each jacket for the building fund, resulting in the needed \$100,000.00. Let's build a hangar!!!

I went to Williston, FL for a twice yearly event sponsored by the EAA Chapter, and Retro Flight once again flew the VAC flag high! It was a Toys-for-Tots Pig Roast, 73 aircraft and about 200 people attended.

We have been invited by the EAA to attend Air Venture 2010 with the BELLE. A new WARBIRD SQUARE is being built in the same location as the current Warbird Café and Warbird in Review area. We are on the planning board to have the BELLE showcased in the area for the duration! We will be able to set up a table, sell merchandise, memberships and ride certificates! Volunteers will be needed to staff the booth during the hours the public will be there.

Bob James has determined it will cost \$665.00 per person to get the BELLE up there and back. Dan Gryder, DC-3 guru is raising funds to assist 25 DC-3/C-47's to Oshkosh and back home from all over. Funds he is able to raise will be divided, according to the distance flown, among the first 25 aircraft to commit (we have). Any and ALL money we receive from this source will be used to reduce that \$665.00 donation. Any and ALL money we receive that is donated directly to the VAC C-47 Fund for the purpose of getting the BELLE up there and back will also be used to offset the \$665.00

The EAA has granted us permission to use the Warbird Camping Area, a short 2 block walk from Warbird Square. They have given me names of people that rent RV's to be used in the campground. Both Paul Schulten and myself are planning our housing in that manner. Bob James is suggesting renting a house for a group. The University of Wisconsin Dormitory is available - they have a school bus that runs from about 5 AM until after midnight for transportation back and forth. Hotels/Motels are still available within a reasonable driving distance. If you are interested in this adventure, please get in touch with me so we can start the process.

Item last: On Saturday, 23 January 2010 EAA Warbird Chapter 24 in Punta Gorda is having a "Big Band WWII" type Hangar Dance and would like us to bring the BELLE over there. They are attempting to pre-sell some rides for us. We need to pre-sell enough rides to pay for the trip, so if you know anyone interested in that, call me.

Blue Side Up!!!

Ken Terry

MAINTENANCE DIRECTOR

As we close out the year and review the progress that the C-47 crew has made, I think all will concur that it has been a very good year. We returned the "Tico Belle" to flight on 23 June 2009 and shortly after that obtained our FAA approval to conduct local (within 25 nm of TIX) revenue flights. The first one occurred on 12 September 2009. Since then we have generated at least one flight per month and that was intermingled with stripping the paint off and subsequent painting in the Normandy Invasion color scheme (with the black and white stripes). The nose art was redone and numerous new decals were installed.

We are still working on the cowling to get them primed and painted while they are removed for the 50 hour maintenance check. The "stars and bars" have been redone on the fuselage and are in work on the wings. The "Tico Belle" should be in great shape as we look forward to the 2010 airshow season.

Robert E. James

PERSONNEL DIRECTOR

Last year we asked the membership for suggestions that would improve the VAC and project the Warbird Museum as a "must see" aviation destination. We have responded and made the changes. The restoration team has been very busy cleaning and painting the display aircraft. Additional aircraft have been acquired and new exhibits have been created. The Gift Shop has been remodeled and is loaded with many new items including high quality art. We have one of the best collections of model airplanes available in the county. Our community involvement is better than ever as we strive to become an icon on the Space Coast.

We have been out of aircraft display space for some time. To solve that issue we launched a campaign to

build a new hangar. Thanks to the generous support from the membership, community organizations, civic and business leaders, the new display center is becoming a reality. Plans are in place for construction to be completed in 2010. We still need help in final funding for this project and are continuing to seek contributions.

Just over two months are remaining to prepare for the TICO WARBIRD AIRSHOW 2010, March 12, 13, & 14th. Our final volunteer meeting is on **Saturday, 09 January** at **Noon**. Pizza will be served prior to the meeting, so get there early. This will be an important meeting to finalize Lead Personnel and Task Assignments.

VAC membership is now over 1200 members. With increased membership comes increased administration. One of the ways members can help is by timely membership renewal. If the renewal date slips by and you get a friendly reminder letter, please take the time to respond. Additional letters take administrative time and organizational money that can be better used elsewhere. The number of Life Memberships has also increased. We are continuing to provide perks to our Life Members. The latest is a VAC Life Member Hat. If you have recently moved up to a Life Membership, be sure to stop by the museum and pick-up your hat. All Life Members are provided two VIP Guest Passes to the Warbird Museum, personalized with the Name of the Life Member. The Life Member can provide these VIP Passes to others interested in aviation that they think would be enjoy visiting our museum and possibly joining as a member or volunteering for one of our many activities. The Life Member does not need to accompany their guests during the visit. The VIP Passes will be collected by the museum staff when presented will be returned to the Life Member so they can be given out again.

The holiday season provided many opportunities to get together and catch up on the past events, and of course talk about airplanes. One of the best was our own annual Christmas Dinner. The hangar decorations and the band were great. A social hour with hors d'oeuvres was followed by an exceptional buffet with dessert. The speeches were short and almost everyone won a door prize. A good time was had by all! Thanks to everyone who worked so hard to make it a fun event.

See you at the AirShow meeting, and thank you for your continued support.

Bob Boswell

VIETNAM DISPLAY HANGAR BUILDING FUND

Thanks to all of the individuals and businesses who have so generously supported our new Vietnam Display Hangar Fund during the past year either through brick purchases, membership levels, or general building fund donations:

Abbott, Millard S. (Mel)
Allison, William S. (Stu)
Bailey, Donald J. (Beetle)
Baker, George H. & Virginia (Ginny S.)
Bayerdorffer, Herm
National Geographic Society (BBC Film)
Barendse, Louisa "Weezie"
Beddingfield, S. T. (Sam)
Bettencourt, Philip & Marilyn
Birch, Bill R. (Billy)
Blau, Paul S.
Boyken, Jeff
Brady, James G. & Violet M.
Brewer, John D.
Buhlin, Emerson & Natalie
Carolina Golf Cars, Eisenhauer, Phil (L/F)
Clark, Garrett L.
Clarke, Elizabeth F. & Thomas H.
Cross, Eliot G.
Davidson, Kelly C.
Dillard, USAF (Ret), Col. William N.
Dorrell, Jack & Joan
Drake, M.D., Timothy E.
Eldredge, Donald F.
English, Serge M.
Field, Peggy A. & J. A. Michael
Fisher, Darrell M. & Dorothy M.
Frazier, Robert H. Jr., & Diane P.
Frazier, Robert H. Jr. & Diane P.
(In Memory of Billy & Ricky)
Gage, II, Raymond W. (Ray)
Geiler, William
Graefe, George A. & Margaret A. (Peggy)
Graveline, Robert P.
Gruber, Robert B. "Bob" & Karen M. Harrington
Haydu, Bernice
Hickman, Ray E.
Hussey, Donald L. & Carol J.
Juhl, Marvin T. & Lorraine M.
Lindsay, Gannell "Gaye" M.
Lindsay, Norbert "Norm" A.
Mack, James E.
Mann, Hiram E. & Kathadaza H.
McClure, Jerry D. & Anita M.
McNamara, Harry J.
Miller (J. M. Miller Inc.), John M.
Eastern Mapping Services and Vintage Wings

Munsey, Jr., USN (Ret), Capt. Charles R. "Bob"
 Neighbours, Terry L.
 Nichols, Jay & Gail
 Nishimura, Robert H.
 Osbun, Michael R.
 Ohlrich, Water E.
 Paika, Jr., Fran
 Phillips, Richard G.
 Rackl, Joseph M.
 RAI Corporation, Client Services-Meg Lane
 Reilly, Tom
 Rellihan, Michael G. & Paula S.
 Royce, Ralph & Shumaker, Nancy C.
 Schmitz, Randy W. & Kimberly A.
 Shook, Arvid
 Slawson, Cunningham, Whalen & Gaspari, P.L.
 (Dick Slawson) & Gen. Operating Acct.
 Stickley, Howard & Rhea L.
 Stowers, Jr., Harry W. ("Wes") & Elizabeth S.
 Strickland, John W.
 Sutcliffe, David A. & Patricia M.
 Tannenbaum, Lee M.
 Tarter, Albert
 Taurasi, Domenic L.
 Vandevoorde, Mr. Rene G. & Karen M.
 Wall, Robert D. & Donna J.
 Woodard, Paul L.
 Woods, USAF (RET), Lt. Col. Robert E. & Pat R.
 Yon, USA (RET), Col. Terry A. & Janet

We truly appreciate your donations and please consider making a contribution if you have not done so already. You may call the office and the forms can be mailed to you.

Commander Lloyd Morris and Director of Development Bob Boswell

FACILITIES DIRECTOR

Another busy year has come and gone at the VAC. For those members that don't get to visit the museum on a regular basis you might think that we just display aircraft and have an annual airshow. In order to remain a viable operation from a cost standpoint we take on many more projects. One day a week thru-out the year we host a lunch for the Gryphon Group in our library. The Gryphon Group trains soldiers prior to them being deployed overseas. Our volunteer ladies serve lunch, make cookies for the soldiers and give them a little TLC.

In January we also hosted three tours for a total of 74 people, had an airshow meeting and a Board of Directors meeting.

February, the Gryphon Group 295 lunches, three tour groups, two Titusville Chamber of Commerce meetings, two speaking engagements by our PR Officer, planning for the fourth of July event and a BOD meeting.

March, Gryphon Group, airshow pilot's appreciation dinner, airshow media day, Rally Against Cancer with 200 motorcyclists in the parking lot, Taste of Titusville, 100 attendees at the luncheon for the Boeing group, one 5th grade tour, a BOD meeting and we managed to squeeze in a three day airshow.

In April we took a break with only two tour groups, one magazine photo shoot, two county commissioners meetings and a BOD meeting.

May: Three tour groups, one dinner, Gryphon Group, BBC National Geographic filming, County Commissioners meeting and hosting the Open House for the Memorial Day Weekend that 1531 people attended.

Lest I bore you with the rest of the year, the point I'm trying to make is that we have a lot of volunteers working very hard to make this organization a success by earning monies, giving of their time and in a lot of cases both. It takes a lot of time and effort to accomplish this so I would like to extend my thanks to all and if you have occasion please do the same.

P.S. In our spare time we are building a new hangar.

Norm Lindsay

PROCUREMENT DIRECTOR

Well another quarter of the year has passed and the Procurement level of activity did pick up. Not all of it was productive, but for building a growing Museum, you have to pursue the opportunities. Some of those follow:

GRUMMAN MALLARD AIRPLANES --- We received an offer of four stored and disassembled amphibian airplanes and the remaining assets of the old Chalk Airlines. After several discussions with the owners, I along with Bob James and Tom Reilly inspected the material in Miami. Relocating all the material and storing it would require about 17 flat bed trailer loads. The financial risk to the VAC was too great to accept the offer.

OV-10 BRONCO --- With the planned release of eleven flight worthy aircraft by the Department of State and the U.S. General Service Administration we submitted a Letter of Intent Application request for the donation of one. On 27 November we were

awarded one that is located at Patrick A.F.B. The others were awarded to other states. Approval of the award was received 15 December and we are now in negotiations to move the aircraft to the VAC.

AH-1 COBRA --- To date we have had no success in locating an available Cobra Helicopter. Any information our members have would help.

LOAN AGREEMENTS --- We received and reviewed a new 5 year loan agreement with the Navy's National Museum of Naval Aviation for all items on loan to the VAC. The annual inventory will follow next month. We also had to update our certification data for the U.S. Army's Museum.

RQ-2 PIONEER --- A couple of the RQ-2 unmanned reconnaissance aircraft have been offered on loan by the Navy. The aircraft are located in California and cost of transporting them is a factor in reviewing the availability.

OTHER STATIC DISPLAYS --- At the moment we are also investigating the availability of an old British Canberra bomber in Florida and availability of several display aircraft and engines in California. Transportation costs and available hangar space at the VAC are major considerations.

DONATIONS --- Donated items to the VAC have increased markedly in the last 2 months. Uniforms, combat equipment, airplane models, books, magazines, silk combat escape maps for pilots and two 1920 eras wooden propellers have been left with us. For this THANKS TO ALL – IT HELPS.

Best wishes for a very Merry Christmas Season and a Healthy, Happy New Year to our members. This is the end to this report.

Bob Frazier.

-----AUCTION-----AUCTION-----AUCTION-----

Now that the planning and activities for the 12, 13 & 14 March 2010 AirShow have been started, we now must plan for the ANNUAL VAC AUCTION. First of all, we need aviation and historic items to put into the Auction.

Please search your sources for any material we might use. Beyond that, search your own attic or basements, talk to friends and neighbors that may have any material we can use.

Direct any donations to Bob Frazier to be held at the Museum. Remember we are a non-profit organization and donations can be tax deductible for you.

Bob Frazier

PUBLIC RELATIONS

As we are heading to Press, we have begun our airshow planning in earnest. The theme of this year's airshow is "Honoring the Memory" and is dedicated to those that served and sacrificed in Vietnam. We still have vintage warbirds from many other eras, as well as the kind of line up we have each year including our famous Pyro "wall of fire". We've got the posters, programs and patches in progress and should have everything in place in plenty of time this year. AND, for the first time ever, we will be selling advance tickets on-line through "Ticket Derby", at our website and theirs. We are also coordinating an airshow publicity campaign with radio, television and print media outlets, both locally and as far away as Miami, Tampa and Jacksonville. If you have a good idea about how we can spread the word, don't hesitate to call **THE** staff member at the Public Relations Office (me!!!).

The second thing I want to mention is about our tour guide program. We now have over 40 volunteers working seven days a week on regular assignments; as well as special occasions such as Open House, AirShow and tour groups. These volunteers donate unbelievable man hours a year of scheduled time alone. So, as a member, the next time you see one of our "Blue Vested" volunteers, take the time to say hello and thank them for their service to the VAC.

Terry Yon

EVENTS COORDINATOR

October, November and December were hectic months around the Museum with many meetings, events held in the Hangar, Library, and Memorabilia Room, and off-site representation by VAC staff and volunteers. Take a brief moment to see what the VAC has been up to recently:

USS Seaviper documentary filming of the C-47 * VAC Membership Dinner with Guest Speaker Dr. Erik Kramer * Flight Safety Presentation by John Gadzinski * C-47 Tico Belle at the Kissimmee Gateway Airport's Oktoberfest Fly-In Celebration * Brevard County Bar Association Dinner with Guest Speaker Frank Pound * C-47 at the Orlando Executive Airport's SheltAir Open House * Veterans Day Weekend Open House at the VAC * Modern Woodmen of America Cassia Tree dedication in observance of Veterans Day at the VAC * C-47 at the Stuart Air Show * First AirShow 2010 Meeting for Key Personnel * TAVC Partners in Travel FAM Luncheon at Dixie Crossroads * Meeting of the Florida Space Port Chapter of the Ninety Nines *

Annual VAC Christmas Decorating Day and Volunteer Luncheon * Jack Stefano's Birthday Party hosted by parents and VAC members Mario and Karen Stefano * Celebration of Freedom in remembrance of Pearl Harbor Day (Oaklawn Memorial Gardens, Benton House, North Brevard Funeral Home, Royal Oaks Nursing & Rehab Center and Hospice of St. Francis) with Guest Speaker Col. Danny McKnight * VAC Christmas Dinner with Tiki Band * Space Coast Regional Airport's Christmas Luncheon * Parrish Medical Center Vendor Fair * Daedalian Dinner/Christmas Party with Guest Speaker Tom Garcia and induction of Winston Scott, USN (Ret) * and finally, VAC Member Jean Felton's grandson Andrew (Andy) R. Miller's Eagle Scout Court of Honor Ceremony hosted by parents Arnold & Pam Miller.

This doesn't include the many scheduled tour groups, student groups and outreach speaking engagements by Public Relations Officer Terry Yon, in addition to small group meetings held at the VAC. We are gearing up for AirShow 2010 over the next few months so check our website for updates. Thanks to all of the members and volunteers who attend and/or support our special events throughout the year!

Phyllis Lackey

MEMBERS & FRIENDS GONE WEST

Donald Axinn took his High Flight on 12 Oct. 2009.
 Dave Garber took his High Flight 22 Oct 09.
 Bob Stewart took his High Flight 28 Oct-09.
 Alice M. Iacuzzo passed to her Father's home on 28 Oct. 2009.
 George Preston took his High Flight on 28 Nov 09.

GRYPHON GROUP BAKERS

The year 2009 is gone and what a wonderfully successful year it was. We had record numbers of volunteer ladies to bake and a large group of "cookie-filled" soldiers that we were fortunate enough to spoil for a short while during lunch throughout the year.

Thank you to all who made it happen and welcome on board those new ones that will make 2010 even more memorable!!! This quarter we welcome Marilyn Eldredge to our group of Gryphon Group Bakers. Marilyn's husband, Don is one of our Tour Guides.

<u>JAN.</u>	<u>FEB.</u>	<u>MAR. - BAKERS</u>
05	02	02 Jean, Karen, Gun
12	09	09 Gaye, Joanne, Joani B.
19	16	16 Joan D., Lorraine, Jenny Marilyn
26	23	23 Frances, Margaret, Carolyn
		30 Ailene, Ann

If you have a schedule change, please call Jean or me. Again, thank you all so much for your dedication to the soldiers and VAC.

Ann

GIFT SHOP

TIME TO VISIT THE VAC GIFT SHOP

There have been big changes recently at the VAC gift shop. Under the artistic guidance of Lloyd, Vicki, and Sandy many displays have been redesigned. By doing so the atmosphere of the gift shop has been so greatly improved, including the lighting which makes many of the displays come to life. The expanded gift shop includes an expansive collection of souvenirs and aeronautic memorabilia such as many new models, beautiful warbird action paintings, nose art clocks, many collectibles and new t-shirts are available as well.

Come in and check out the new C-47 shirts and mugs to commemorate the restoration of the Tico Bell. And while you're there, sign up for a once-in-a-lifetime flight experience aboard the Tico Belle. The Valiant Air Command is the place to see some of the greatest warbird restorations in all of Florida. At the gift shop you are sure to find something special to commemorate your visit.

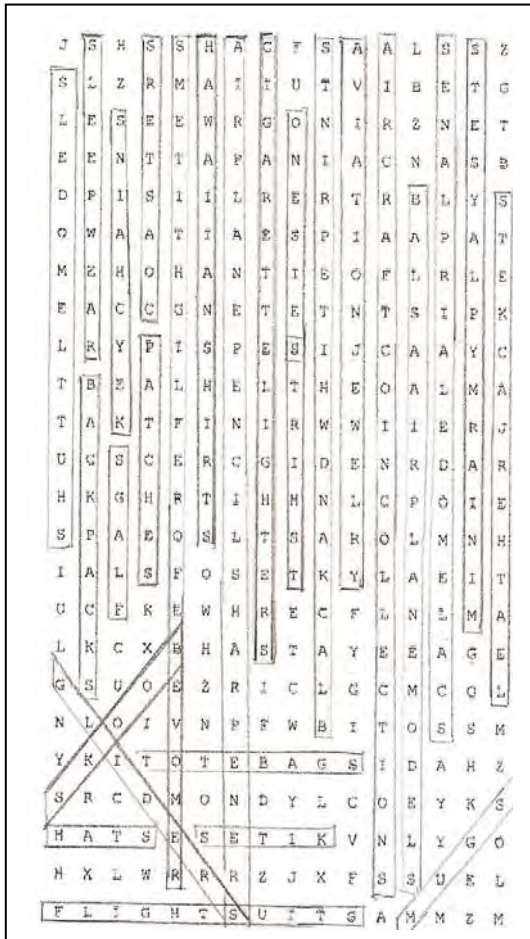
Sandy Brister & Vicki Domagala



PLANTING CREW BEAUTIFYING OUR ENTRANCE

Joanne Baxter, Ann James, Gaye Lindsay & Jenny Patten

SOLUTION TO MUSEUM GIFT SHOP ITEMS



HONORING THE MEMORY

Honoring the Memory is our theme for this UnScramble and our puzzle. Many thanks to Terry Yon for helping with this quarter's puzzle.

Listed below are the letters for Honoring the Memory. Below it are persons, places, etc. concerning the Vietnam War. Fill in the blanks before & after to make the puzzle complete. The words are listed to help you.

```

-----
  H
  O
  N
  O
  R
  I
  N
  G
-----
  T
  H
  E
-----
M-
  E
-----
-  O
  R
-----
-  Y
  
```

- FOURTEEN YEARS – the U.S. spent in the war.
- GENERAL WESTMORELAND – Cmdr. of U.S. Forces
- GENERAL VO NGUYEN GIAP – Cmdr. of Vietnam People's Army
- HANOI – City in North Vietnam
- HUE – 1968 Battle- one of the longest battles
- HO CHI MINH CITY – Formerly called Saigon
- INDOCHINA – Cambodia, Laos & Vietnam
- M-16 RIFLE – Rifle used in the war.
- MEKONG RIVER – Runs through Burma, Thailand, Laos, Cambodia and Vietnam
- OPERATION BOLO – Air battle fought on 02 Jan. 1967
- OV-10 BRONCO – Aircraft flown in the war.
- RANDY DUKE CUNNINGHAM – First Ace in Vietnam War
- ROBIN OLDS – F-4 Fighter Pilot
- SPOOKY – AC-47 Gunship "Puff the Magic Dragon"
- UH-1 HUEY – Helicopter flown in the war.
- VUNG TAU –City in South Vietnam
- YANKEE STATION - point in the Gulf of Tonkin off the coast of Vietnam used by U.S. Navy aircraft carriers



**GEORGE BAKER SELECTED FOR EAA
WARBIRDS OF AMERICA HALL OF FAME
03 SEPTEMBER 2009**

For more than half a century, EAA members have pushed the limits of aviation's potential. From vintage ultralights, homebuilts to warbirds, aerobatics to light-sport aircraft. These visionary aviators have diligently pursued their passion for flight. In the process they have preserved the spirit of aviation that began more than 100 years ago. To recognize their contributions to the world of recreational flying, each year EAA inducts a group of the most innovative and influential individuals into the EAA Sport Aviation Hall of Fame.

EAA Warbirds of America proudly announces its 2009 Hall of Fame inductee, George Baker of New Smyrna Beach, Florida. Baker is well known for his restoration work on Beechcraft T-34's and flying his aerobatic routine in the unique Curtis-Wright R-3350 powered Hawker "Sky Fury".

He is also recognized for his efforts to inspire future aviators, mechanics, and other warbird enthusiasts, by sharing his vast knowledge of aviation and restoration work.

George was born 19 January 1930 in Hawthorne, NJ and has been flying since the age of 16. He soloed in 1946 while in the eleventh grade in high school. At the age of 20, he started in the aircraft restoration profession, starting with a Culver Cadet.

Over the years George has won numerous awards for his T-34 N341GB, including Grand Champion Warbird, Post WW-II, at EAA AirVenture 2000, along with Reserve Grand Champion Warbird, Post WW-II at the 2001 & 2002 Sun "n" Fun Fly-Ins. He was also awarded the Golden Wrench for his meticulous work. In 2004, he won a Preservation Award at Sun 'n' Fun Fly-In.

George has been a member of EAA Warbirds of America since 1974 and was a founding member and past commander of the Valiant Air Command. He has flown over 100 different types of aircraft.

Baker was recognized at the EAA Sport Aviation Hall of Fame Banquet & Ceremony on Friday, 16 October 2009 in the EAA Museum Eagle Hangar in Oshkosh, WI.

THE WARBIRD MUSEUM'S FAMOUS HELICOPTERS

When visitors and members see the two helicopters on display in our museum, they often go unnoticed sitting next to the more famous warbirds. However, a closer look at the history behind the Sikorsky S-55, H-19 Chickasaw and the Bell 204/5, UH-1 Iroquois, better known as the "Huey," would reveal that they played a key role in two different wars and were each part of an evolution that continues today.

The H-19 first flew in November of 1949. It has four wheels, three main rotor blades and is powered by a large radial engine. It was introduced to the U.S. forces during the Korean conflict and holds the distinction of being the Army's first true transport helicopter and, as such, played an important role in the initial formulation of the Army doctrine regarding air mobility and the battlefield employment of troop carrying helicopters. The S-55 Whirlwind version was used as a ground attack aircraft (rockets and machine guns), by the British Royal Navy. The French Air Force used them in North Africa as ground attack aircraft and the U.S. Navy operated various models in an air-sea rescue role. The H-19 was used in the early days of Vietnam War before being replaced by the H-34; another excellent Sikorsky product.

The UH-1 first flew in October 1956. It sits on skids with two main rotor blades and is powered by a gas turbine engine. The "Huey," as it became known, played a vital role in the Vietnam War and became

emblematic of that war for a generation of soldiers. The UH-1 was used for a variety of purposes. UH-1s tasked with ground attack or armed escort role were outfitted with rocket launchers, grenade launchers and machine guns. These gunship UH-1s were referred to as Frogs or Hogs if they carried rockets or simply Guns if they had guns. UH-1s tasked and configured for troop transport were often called "slicks" do the absence of weapon pods. Slicks did have door gunners, but were generally employed in the troop transport and medivac roles. Another role the UH-1 often played was as a Command and Control bird or simple (C&C). Battlefield Commanders would have several radios onboard with which to communicate with the various elements involved in, or supporting, an ongoing battle. The Commander(s) would orbit the battle area and they would conduct the fight from their "Huey's." The UH-1 also flew in hunter-killer teams with observation helicopters. During the war over 5,000 UH-1s were destroyed (about 50% in combat; remainder to accidents) out of 11,827 documented in service. Over 2,000 Huey pilots were killed. Several UH-1 pilots received the Medal of Honor for their courage and heroic actions under fire.

So the next time you walk by one of these venerable helicopter warbirds; pause for a moment and give them the respect they deserve -- and remember the roles that they played, not only in military aviation and doctrine, but also in the evolution that came to the civilian helicopter industry as a result.

This article was suggested and drafted by one of our most prominent tour guides, Mr. John Kirk. He started out his aviation career with the Royal Air Force; training in the Tiger Moth, canvas covered bi-plane and finished in the Meteor, the early British jet fighter. After his military career, John had a long career as a civilian helicopter pilot. He was presented with a "Safety Award" by the Helicopter Association International, for completing 20,000 accident free hours. He was a Captain rated on both the S-55 a Bell 205/212.

John H. Kirk

BELL UH-1 HUEY



SIKORSKY H-19B CHICKASAW



**UN-SCRAMBLE
VALIANT AIR COMMAND
6600 TICO ROAD
TITUSVILLE, FL 32780-8009**

**NON-PROFIT ORG.
U.S. POSTAGE PAID
MID FLORIDA
PERMIT NO. 96129
32780-8009**

ADDRESS SERVICE REQUESTED

**TICO WARBIRD AIRSHOW 2010 MEETING
SATURDAY, 09 JANUARY AT NOON
IN THE VAC LIBRARY**



**33RD ANNUAL AIRSHOW
12, 13 & 14 MARCH 2010**



**DIRTY FLIGHT SUIT PARTY 11 MARCH 2010
AUCTION 12 MARCH 2010**