



UN-SCRAMBLE

OFFICIAL BULLETIN OF THE VALIANT AIR COMMAND, INC.

(a 501(c)(3) non-profit organization)

SPACE COAST REGIONAL AIRPORT, TITUSVILLE, FL 32780-8009

VOLUME 25, ISSUE 1

JANUARY 2003

IF YOU WEREN'T THERE DECEMBER 6, YOU MISSED A GREAT PARTY!!!



Commander Lloyd Morris and wife, Gay

We're just going to let George Damoff's photos speak for themselves!!!



Executive Officer Hal Larkin and wife, Ruth



Left: Commander Morris and Alice Iacuzzo, Personnel Officer, introduce distinguished guests. Center: Pieter Lennie, Finance Officer, digs in!! Right: Bob James, Maintenance Officer, and wife, Ann



Mike McDonnough (center), Joan Dorrell (left) and James Bond (right) enjoy the party with a view of the crowd in the background.

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The gift exchange turns vicious!!! Member Jan Catherwood tries to bribe Bob Kison, Facilities Officer (in Santa hat), with Cheetos so he won't claim her gift!!!



Valiant Air Command

6600 Tico Road, Titusville, FL 32780-8009

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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.

CALENDAR OF EVENTS

BOARD OF DIRECTORS MEETINGS

JANUARY 14, 2003

12:00 NOON

VAC MUSEUM BOARD ROOM

FEBRUARY 11, 2003

12:00 NOON

VAC MUSEUM BOARD ROOM

AIRSHOW/MEMBERSHIP MEETING

JANUARY 11, 2002

1 P.M.

VAC LIBRARY

CALL DOSSIE 407-677-1779 OR VAC 321-268-1941 FOR RESERVATIONS

DID YOU KNOW???

THE ENTIRE *UN-SCRAMBLE* IS NOW AVAILABLE ON THE WEBSITE IN PRINTABLE FORMAT, COLOR ON ALL PAGES!!! GO TO WWW.VACWARBIRDS.ORG

FROM THE COMMANDER

Another year has passed us by with many accomplishments at the Museum. The roll-out of the F-8 Crusader and acquiring the F-105 were two of the highlights this year. The restoration work continues on the Messerschmitt, Panther, TBM, and the C-47. Both the main and restoration hangars are filled with aircraft.

We must remember that it is the Museum patrons, gift shop, and membership that account for most of our revenue to keep things going. The dedicated volunteers are one of our most prized "assets." Without them, we could not exist.

The Airshow planning is underway and I hope I will hear from each and every one that will be volunteering this year. Don't miss the Airshow meeting on January 11.

Thanks to all, and have a wonderful New Year!

AIRSHOW/MEMBERSHIP MEETING SCHEDULED FOR JANUARY 11

An important Airshow meeting will be held in the VAC Library on January 11 at 1 p.m. PLEASE PLAN TO ATTEND!!!

This is also the monthly membership meeting, so all are welcome.

The VAC has a debutante ball booked for the same evening (money in) so we will

have to work around that. Plans may be a bit flexible.

Food and drink will be provided at the meeting. **PLEASE ATTEND!!!!** Let Dossie

know (at her new number) 407-677-1779 or call the VAC 321-268-1941 so we'll know how much to order. **PLEASE ATTEND!!!**

CENTENNIAL CELEBRATION PLANS FOR THE WRIGHT BROTHERS NATIONAL MEMORIAL, KILL DEVIL HILLS, NC

Plans for the First Flight Centennial Celebration are underway at the Wright Brothers National Memorial site. The National Park Service, working in conjunction with the First Flight Centennial Commission, Dare County, and others are planning 5 days of celebration. Plans will be formally announced for the December 13-17 program featuring ground and aerial themes culminating in re-enactment of the First Flight at 10:35 a.m. on December 17th. (Information taken from First Flight Centennial Commission website: www.firstflightnc.com)

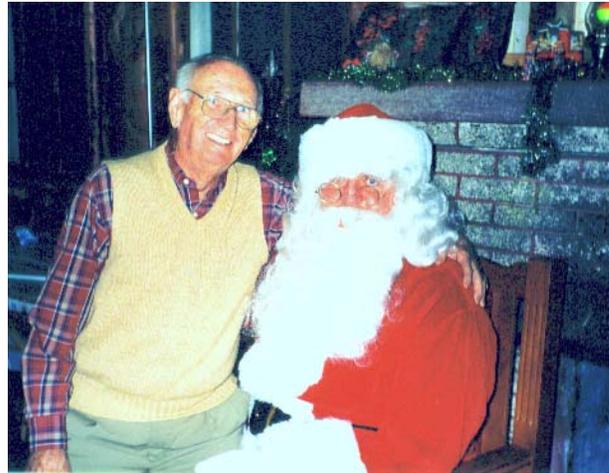
	Saturday Dec 13	Sunday Dec 14	Monday Dec 15	Tuesday Dec 16	Wednesday Dec 17
On the Ground	Outer Banks at the Turn of the Century				
	Precursors to Flight				
	The Wright Brothers in Dayton				
	Glider Experiments				
	Powered Flight/Century of Flight				
In the Air	General Aviation	Commercial Aviation	Future Aviation	Military Aviation	Re-enactment Centennial Flyover

EXECUTIVE OFFICER REPORT BY HAL LARKIN

Santa came early for the restoration crew. On November 28, 2002, we received from the National Museum of Naval Aviation in Pensacola, FL, a canopy for the F9F-5 and four 20mm gun barrels. A big plus—the canopy is painted the sea blue we were trying to duplicate from memory. Our color is a little too dark, but Finishmaster of Cocoa said they can match the color of the canopy. There are a few detail parts missing from the canopy

but we can fabricate them. The rework of the shroud is

complete and it is ready for installation. The L/R inner



Hal telling Santa what parts he needs for the Panther

landing gear wheels and the nose wheel well have been painted. The tail section and the sliding nose section are ready for prime. All we need is a nice, dry, sunny day!

Rework of the T-2B bomb racks to fit the Panther wings is coming right along. It has taken a considerable effort to do this conversion. The fuselage is in prep for prime. Two big items for the fuselage are: rework of the windshield (molds for the side panels are in work) and finding the missing controls, etc., for the cockpit. The small fairings that cover

the tip-tanks attaching points are missing, so we made a mold and will fabricate the fairings from fiberglass. Rework of the left wing and its flight controls is moving right along. Adaptation of the mobile stand for the J-48 engine is 50 percent complete. Due to light attendance, progress

on the ME-208 has been moderate.

One of our volunteers, Wally Littell, a retired U.S. Navy Commander who flew the F9F-5's when he was assigned to Quonset Point, asked me if I knew a Grumman employee named Gene Prime. I told Wally that I knew Gene very well. Wally said, "Gene was a Grumman tech rep at

Quonset when I was stationed there." So I called Gene and invited him to come up to the VAC on Thursday, November 21, 2002. When Gene arrived, Wally was surprised! They hadn't seen each other for over 37 years and had quite a reunion. Gene stayed for our coffee break and enjoyed seeing many of his old Grumman friends.



For your information...all restoration work is done without using general revenue funds. Donate to your favorite project!

WILDCAT—PANTHER—ME-208—MOHAWK

Donations for restoration previously unrecognized:

Charles Tanner, Greenville, SC	\$700
Schuman Foundation, Vero Beach, FL	\$5,000
Neil Franklin, Orlando, FL	\$100
Gannet Foundation, Melbourne, FL	\$1,000
Schuman Foundation, Vero Beach, FL	\$10,000
Pat Larkin, West Palm Beach, FL	\$25
Northrop Grumman, Melbourne, FL	\$600

On last month's address labels, there was a square with "Non-Member" beside it. Checkmarks were placed in the box for non-members who received a B&W copy of the *UN-Scramble*. Some confusion occurred because folks thought it meant they were not members. The format is changed this month; the box says "Member" and should be checked if you are a member!!! →

If you received this UN-Scramble in black and white and are a current member of the VAC—contact the editors. And, if you are a member and the box is not checked, let us know.

PROCUREMENT BY BOB FRAZIER

First and foremost, I hope all had a Very Merry Christmas, and wish you a Happy and Healthy New Year.

The F-105 restoration work continues with the slow removal of all the tape and sealant material and identifying additional parts for re-assembly. Most parts have a coating of red dirt/mud from years of storage in the desert.

The National Museum of Naval Aviation has advised that we are now in line to receive

a USN T-2 Buckeye aircraft. As it is retired from active service, it will be flown to the



T-2 Buckeye

VAC and will be demilitarized at our hangar at a lower cost.

The investigation for recovery of the B-25 from a lake in South Carolina continues.

Details are in the Maintenance Report (page 18).

Negotiations to obtain a BMW-320/Ju-52 engine from the *Yorktown* (carrier) Museum continue but with little progress. Our interest stems from the fact that the engine and Ju-82 were once owned by the author and first member of the VAC, Martin Caidin.

Florida Department of Transportation has now determined that the Warbird Museum is eligible for a new type sign on I-95. Details are being worked out for a logo for signs at both Exits 79 (North and South).

Regarding the C-47 Tico-Belle Repair Fund....

We are actively into reconstruction of the nose/cockpit area and have hired a professional sheet metal man. This necessary effort put a strain on the fund's current balance. New do-



nations have slipped and as of November 30 donations totaled \$38,659, with a remaining balance of \$2,207. While we have the volunteer manpower, additional help is needed—not just from members but from your friends, neighbors, and business acquaintances.

AIRSHOW \$35 (and more) SPONSORS

Pat Sammon	Panama City FL	\$35	Gene Gardner	Merritt Island FL	\$35
Arthur Lapham	Cocoa Beach FL	\$35	Frank Fleck	Cocoa Beach FL	\$50
Robert Tullius	Sebring FL	\$35	Ron & Inex Ackerman	Walterboro SC	\$35
Jerry & Vicky Garlett	Titusville FL	\$35	Barry & Sandra Cropp	Eustis FL	\$35
Arthur Lapham	Cocoa Beach FL	\$35			

DONATIONS FOR RESTORATION EFFORTS

C-47 TICO BELLE

Andrew & Gloria Martingano, Daytona Beach, FL \$100

Frank Fleck, Grand Blanc MI \$500

Wendy & Dick Miller, Titusville FL \$100

F-105 THUD

Bill Dillard, Palm Bay FL \$1500

TBM AVENGER

Don Hussey, N Palm Beach FL \$25

Dossie needs help with the social functions during the Airshow.....if you can help, call her at her new number (407) 677-1779

OPERATIONS BY MIKE McCANN

I will include the body of the pilot invitation letter we usually send out so that the information is available to all:

The Annual TICO Air show 2003 is scheduled for March 7, 8, 9, 2003. This is a very large undertaking, put on by what are never enough people. You are the key to the success of this effort. I want you all to be aware of the schedule of events so you can plan well in advance.

The issuance of the 2003 FAST cards will be handled by Kathy and Stoney Stonich (MFWIC of FAST National and NATA). Your formation currency paperwork and a check in the amount of \$10 (made out to the VAC) should be sent to them ASAP to receive your 2002 FAST cards:

F.A.S.T. c/o Stoney Stonich, 25801 NE Hinnes Road, Brush Prairie, WA 98606

(360) 256-0066

FAX (360) 896-5398

natrainer@aol.com

We are pleased to announce a return to the 4th Fighter Group Restaurant at Orlando Executive Airport for our Press Day and a fly-out luncheon on Thursday, March 6th. Tickets will be \$14 and may be purchased through the museum. If you are a last minute planner like myself, just call the VAC to let us know you are coming (we need an accurate headcount) and we'll work the tickets at the door. This is being set up by Dossie Purcell but she is in the process of moving so call me if you have any questions.

The Friday mandatory show briefing will begin at 1100. Show starts at 1400. The Saturday and Sunday briefing will be at 1000, with flying starting at 1300. Please get your registration forms in as early as you can. Please include copies of the following documents *if you plan on flying in the show*: Pilots license, current medical, current aircraft liability insurance certificate, up-to date BFR, FAST cards, and low-altitude acrobatic waiver. Some of you are missing these or they are out of date. I need you to indicate what days you will be flying so Ralph Royce and I can put together the scenarios. The insurance certificate is a hot item this year. Make sure you have that.

Last year were able to give practically everyone all of their enroute fuel as well as all fuel burned during the show. We want to continue to make you as whole as possible for your efforts. This year you will get *at least* one hour's worth of fuel each way to the show (or actual if you live closer) and your show fuel. We have upped the stipend to \$50/night for up to three nights towards the hotel. We plan on cutting the checks as soon as possible after the show in order to get the money to you sooner. Those of you who have special requirements or routines to be flown during the show can deal with me on an individual basis. And remember this: The VAC is a recognized 501 (c)(3) charity and *any and all* unreimbursed expenses you incur out-of-pocket are fully tax deductible. Please don't let this provision go to waste. Fuel allowances are listed below:

	<u>cruise gal/hr</u>		<u>cruise gal/hr</u>		<u>cruise gal/hr</u>
T-6	30	L-19	11	P-51	65
T-34	15	L-17	12	AD	100
T-28A	40	PT-17	15	B-25	125
T-28B/C	50	O-2	25	YAK-52	17
FUJI	12	KATE	30	P3-05	15

We had a great show last year. We are all looking forward to another one this year. **This is *your* show, put on by dedicated volunteers from your organization. We want your participation.** Barring a mechanical or medical problem, we want and expect you to fly each day. One final word of advice: Get your hotel reservations made early. **I look forward to seeing each and every one of you this year.**

Fly safe,

Operations Report continued next page

Motel Information

UN-SCRAMBLE PAGE 7

Days Inn (SR 50 & I 95) (321) 269-4480 (\$135)

* This is their desk rate. I saw internet rates of \$57-64.

Comfort Inn (old La Vista Inn (SR 50 & I 95) (321) 269-7110 (\$109)

Ramada Inn (SR 50 & I 95) (321) 269-5510 (\$62)

* This is a special rate for the VAC. Mention you are with the VAC to get it.

Ask for Melissa if you have trouble. Military crews are staying here also.

Best Western (SR50 & I 95) (321) 269-9100 (\$109)

Holiday Inn (US1) (321) 269-2121 (\$107)

Randolph Inn (Old Indian River B&B) (US 1) (321) 269-5945 (\$ 55)

***The above hotels will have a VAC shuttle set up.**

Econo Lodge (321) 632-4561 (\$44) (9 miles away)

Riverside Inn (old Howard Johnson)(US1) (321) 267-7900 (\$40) (6 miles away)

***No VAC transportation set-up for these.**

Rental Car Info

Thrifty Car Rental will have cars at Discovery Aviation. Call Lynn Forst (321) 783-2600 or (321) 749-3676 (cell) if you want to rent your own.

Navy carrier pilots to Air Force pilots: Flaring is like squatting to pee.

MORE INFORMATION ON HOTELS AND REGISTRATION FROM ALICE:

Thanks to Bob Tullius and Jerry Walbrun; their Pilot Registration forms arrived the same day—Bob and Jerry hold the title of No. 1 this year....thanks!

Re the Warbird Pilot Registration Forms: Over the years we get quite a few registration forms with information missing that is needed. One of the most important copies will be your insurance. This is a must for the Airshow. The question that comes up is, "If I don't fly in the show, do I need to fill out the forms?" The answer is YES!!! It is only fair to protect your fellow Warbird Pilot and his/her aircraft. Please check off and send all the copies of the necessary credentials.

If you have someone who would like to participate in the Airshow, let me know and we will send them an application and all the paperwork they need. Thanks for your help!

Two additional hotels not listed in the Operations Report are:

Radisson Hotel, Cape Canaveral. Phone 321-784-0000 Members \$79

Motel 6, Cocoa Beach. Phone 321-783-3103 \$55

We understand the Riverside is filling up fast, so make your reservations early. They have rooms which face the River. There are quite a few smaller hotels in the area; please call if you would like a list.

For RVs there is Manatee Hammock Campground which is only 1/2 mile from the Airport. Call for info 321-264-5083

Discovery Aviation also has car rentals (on field) Phone 321-267-6043

Tico Airshow Schedule of Events 2003

ALL EVENTS NEED RESERVATIONS

Call: Dossie 407-677-1779 VAC 321-268-1941 FAX 321-268-5969

Email: vacinformation@aol.com

FLY TO THE 4TH FIGHTER GROUP RESTAURANT, ORLANDO, FL

LUNCHEON, SCHEDULED PRESS INTERVIEWS. PILOTS,
MEMBERS AND GUESTS

DATE: THURSDAY, MARCH 6, 2003

TIME: NOON

LUNCHEON TICKETS \$14.00



4TH FIGHTER RESTAURANT



AUCTION AUCTION AUCTION

MUSEUM HANGAR

MEMBERS NIGHT...GUESTS INVITED...DINNER/ AUCTION

DATE: FRIDAY, MARCH 7, 2003

TIME: HAPPY HOUR 5:30 PM.....CASH BAR

DINNER: 6:30 P.M.....CASUAL

MEMBERS FREE WITH MEMBERSHIP CARD

GUEST TICKETS \$10.00 (AFTER MARCH 1 \$12.00)

HAWAIIAN NIGHT

PILOTS AND MEMBERS, REUNIONS, GUESTS INVITED

GATHERING OF WARBIRDS, MUSEUM HANGAR

DATE: SATURDAY, MARCH 8, 2003

HAPPY HOUR: 6:00 PM, DINNER 7:00 PM

'DANCERS' MUSIC.....CASUAL

ADVANCE TICKETS \$15.00 (AFTER MARCH 1 \$16.00)



DETACH AND MAIL OR FAX. MAIL TO: TICO WARBIRD AIRSHOW 2003, 6600 TICO RD, TITUSVILLE,
FL 32780 OR FAX TO 321-268-5969

ADVANCE TICKETS

THURSDAY	MARCH 6, 2003	AMT _____ X \$14.00 = _____
FRIDAY DINNER	MARCH 7, 2003	AMT _____ X \$10.00 = _____
SATURDAY EVE	MARCH 9, 2003	AMT _____ X \$15.00 = _____

ADVANCE TOTAL _____

CASH _____ CK _____ VISA _____ M/C _____

NAME _____ PHONE _____

ADDRESS _____



IMPORTANT
RETURN TO:
 →

TICO WARBLER AIRSHOW, INC.
 Tico Airshow 2003
 6600 Tico Road
 Titusville, FL 32780
 Ph 321-268-1941 FAX 321-268-5969
 Email: vacinformation@aol.com

VOLUNTEER REGISTRATION FORM TICO AIRSHOW 2003

Name _____ **Phone** _____

Address _____ **Email** _____

What day will you arrive? SUN 3/2, MON 3/3, TUES 3/4, WED 3/5, THUR 3/6
FRI 3/7, SAT 3/8, SUN 3/9 (circle one)

Hotel you are staying at (if applicable) _____

Schedules are 8 am to 1 pm, or 1 pm to 5 pm (indicate your preference)

	DATE	TIME		DATE	TIME
<input type="checkbox"/> GROUNDS, 3/3-3/7			<input type="checkbox"/> FINANCE		
<input type="checkbox"/> TRANSPORTATION			<input type="checkbox"/> PUBLIC RELATIONS		
<input type="checkbox"/> DRIVERS			<input type="checkbox"/> VENDORS		
<input type="checkbox"/> F/L TICKET TAKER 8 AM—12 NOON			<input type="checkbox"/> POSTER		
<input type="checkbox"/> BEER TENT SALES			<input type="checkbox"/> A/S ADVERTISING		
<input type="checkbox"/> PX SALES			<input type="checkbox"/> TOURS		
<input type="checkbox"/> GATE TICKETS 8 AM—3 PM			<input type="checkbox"/> MILITARY		
<input type="checkbox"/> PYROTECHNICS			<input type="checkbox"/> PROGRAM SALES		
<input type="checkbox"/> F/L SAFETY			<input type="checkbox"/> SOCIAL ACTIVITIES		
<input type="checkbox"/> FLIGHTLINE VAC			<input type="checkbox"/> F/L HISTORIANS		
<input type="checkbox"/> SECURITY			<input type="checkbox"/> OFFICE TELEPHONE		
<input type="checkbox"/> MAINTENANCE A/C			<input type="checkbox"/> SPONSORSHIPS		
<input type="checkbox"/> SIGN PAINTING Before Airshow			<input type="checkbox"/> SIGN DISTRIBUTION		

FOR GROUNDS SETUP, PLEASE ARRIVE EARLY MEMBERS: PLEASE REPORT TO REGISTRATION (PILOTS TENT) UPON ARRIVAL FOR FLIGHT LINE



**IMPORTANT
RETURN TO:**

TICO WARBIRD AIRSHOW, INC.

Tico Airshow 2003
6600 Tico Road
Titusville, FL 32780
Ph 321-268-1941 FAX 321-268-5969
Email: vacinformation@aol.com

WARBIRD PILOT REGISTRATION FORM

Name _____ Member # _____

What day will you arrive (circle one)? SAT SUN MON TUES WED THUR FRI SAT SUN

What hotel will you be staying at? _____

Type A/C _____ "N" # _____ Add'l A/C type? _____ "N" # _____

Oil type viscosity _____ Hydraulic fluid _____
Visible markings _____ Fuel type _____

Member who can fly your aircraft _____

Home Base A/C _____ Crew's Name _____

EACH PILOT PLEASE ENCLOSE COPIES OF THE FOLLOWING CERTIFICATES:

Pilot Certificate _____	Insurance _____
Current Medical Certificate _____	Formation Certificate _____
Biennial Flight Review _____	Aerobatic Waiver _____

(Please check off if enclosed)

MEDICAL—Confidential. The following information will be used in emergency only.

Full Name _____ Age _____ Blood Type _____
Allergies _____
Address _____
City _____ ST _____ ZIP _____
Home Phone _____ Work Phone _____
FAX _____ Email _____

PERSONAL PHYSICIAN INFORMATION

Name _____ Phone _____
Address _____
City _____ ST _____ ZIP _____

NEXT OF KIN _____ PHONE _____

PLEASE SEND INFO ON PILOT AND PICTURE FOR AIRSHOW ANNOUNCER

THINK ABOUT A SPONSORSHIP

WE WANT TICO AIRSHOW 2003 TO BE A HUGE SUCCESS!!! CAN YOU HELP IN A DIFFERENT WAY? Think about it, for \$35.00 (U.S.) you will receive:

- 1. Two advance tickets to the Airshow including two flight line passes**
- 2. Your name (as a sponsor) in the *UN-Scramble* each month up until Air show time**
- 3. Your name (as a sponsor) in the Tico Airshow 2003 Program (deadline January 20th)**

NAME _____ **PH** _____

ADDRESS _____

CITY _____ **ST** _____ **ZIP** _____

CHECK _____ **VISA** _____ **Exp** _____

MASTERCARD _____ **Exp** _____

Tickets will be mailed after January 1, 2003

MAIL TO: VAC Museum, Attn: Alice Iacuzzo, 6600 Tico Rd., Titusville, FL 32780

JIMMY ROSSI MEMORIAL SCHOLARSHIP

At the request of Jimmy's family, the ICAS Foundation has established a memorial scholarship in Jimmy's name. Though details are still being worked out, it is the family's intention to designate a young man or woman each year to receive the Jimmy Rossi Memorial Scholarship to help defray the costs of learning to fly or learning to fly aerobatics.

Rossi learned to fly as a young man after saving money from his paper route and forging the signature of his mother. He went on to become a certified flight instructor, member of the U.S. Aerobatic Team, a captain for American Airlines, and a nationally recognized air show performer. It is the hope of Jimmy's family that this scholarship will help an aspiring pilot find the same joy in flying that Jimmy enjoyed nearly all his life.

Contributions to the new Jimmy Rossi Memorial Scholarship should be sent to the ICAS Foundation, 751 Miller Drive, Suite F-4, Leesburg, Virginia 20175.

ATTENTION: PILOTS AND WARBIRD OWNERS (REPEAT)

Feedback to the editors of the *UN-Scramble* indicates that members are interested in having pilots and their planes featured from time to time. We agree such articles would be a refreshing change to the content of the bulletin. We ran this same request last month and haven't heard from anyone. If you would like to be featured, please send an article of approximately 100 to 150 words along with a scannable picture of either you, your plane, or both, and we will feature YOU in an upcoming edition. Remember, the folks out there who don't fly and who don't own a plane are interested in what you are doing, what airshows you attend, etc. Write something for us!!!

MEMBERSHIP APPLICATION

VALIANT AIR COMMAND, INC.

6600 Tico Road, Titusville, FL 32780-8009 (321) 268-1941, 1942

Last Name _____ First Name _____ Middle _____

My Name Tag should read _____ Spouse's Tag _____

Home Address _____ Home Phone _____

City _____ State _____ Zip _____ Bus. Ph _____

Date of Birth _____ Marital Status _____ Occupation _____

Spouse's Name _____ No. of Children _____

Armed Services Time: Yes _____ No _____ Dates _____ Rank _____

Are you interested in: Restoration _____ Warbirds _____ Museum _____ Airshows _____ Volunteering _____

Comments _____

Check Enclosed _____ Cash _____ Visa _____ M/C _____

This Application is subject to review by our General Staff.

YOUR INFORMATION IS CONFIDENTIAL

Single (1) _____ \$75/yr Family (2) _____ \$100/yr

(DONATIONS ARE TAX DEDUCTIBLE)

Date _____ Signature _____

YOU DO NOT HAVE TO BE A PILOT OR WARBIRD OWNER TO BELONG TO THE VAC

01-03

EDITOR'S CORNER



We received quite a few comments about the readability of the new format, so have used it again for this edition. We'll keep exploring formats that might improve the quality of the bulletin.

Thanks for Jan Catherwood and Bob Graveline for their help in proof-reading the December issue. And, thanks to George and Ruth Damoff and Dick and Wendy Miller for their help at the "peel and stick" party to get the UN-Scramble ready for mailing. All the help is very much appreciated—if you can lend a hand, give us a call.

For those of you who have computers, we urge you to look at the UN-Scramble on the website.

It is available there in PDF format, which means you can open it, read it, and/or print it out. The advantages are: you get it sooner (we post it on the website on or before the 1st of the month), it saves the VAC money and time in printing and mailing a copy to you, and the plus is—you get **ALL the pages in color**—not just the front and back. Take a look—you might find it interesting.

While you're there, any ideas for updating the website will be welcome—we're working on that, too. We are novices at websites, so anyone with any experience at all could help us out.

ADVERTISING POLICY

To help with expenses involved in publishing the monthly bulletin to the membership and the website of the Valiant Air Command, the UN-Scramble will welcome business card size ads to be placed in the bulletin on a monthly, semi-annual, or annual basis. Ads will be printed in black and white. Prices are listed below. Help support the VAC!

Send check and business card or business card size copy to the editors: Bob and Nita Kison, Co-Editors, UN-Scramble, 7230 Mourning Dove Ct., Titusville, FL 32780. Make your checks payable to :

Valiant Air Command--UN-Scramble.

Rates: \$25 per month, \$120 semi-annually, or \$200 per year. Copy must be received by the 15th of the month for inclusion in the next month's issue.

Sponsorship of the back one-half page in color is available.

NEW LIFE LAWN CARE
 MOW * TRIM * EDGE * WEED WHACK
 LICENSED and INSURED



Jeff & Celeste Thibeau
 2525 Toups Tr
 Titusville, FL 32780
 (321) 264-7077

"A Friendly & Professional Service"

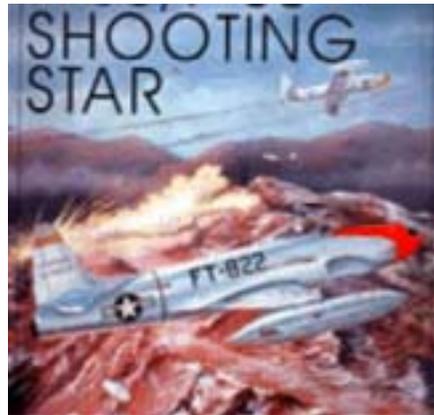
AVIATING WITH EVANS BY BUD EVANS, PUBLIC RELATIONS DIRECTOR

Being in the right place at the right time can make a person rich, successful, a hero or it can be a catastrophic event, depending on the final outcome. I found my place in the history of jet aircraft combat operations without making any attempt to do so. I was at the right place at the right time, but none of the previous scenarios happened to me. Nor did I even know the importance of the event. I only knew I was doing something that had lots of possible dire consequences! It was also my entry into my lifelong career as an experimental test pilot. On the 27th of June, 1950, President Truman finally agreed to let General Douglas MacArthur retaliate against the North Koreans who had in-

vaded South Korea on the 25th. There were a few U.S troops and many diplomats, business people and families living in South Korea, and the North Koreans were not bothering to check nationalities as they rolled through the unprepared defenses of the South Koreans. The Far East Command had rushed aircraft to evacuate families and diplomats from Seoul and Suwon and allowed the military personnel assigned as advisors to the South Korean Army to help in their defense. It wasn't until the 28th that my fighter squadron (the 9th Fighter Squadron, 49th Fighter Group) flew its first combat mission. I had been flying with the 9th for more than a year-and-a-half at Misawa Air Base in northern Japan. On the 25th of June we were on

deployment exercises operating from of the military air base at Nagoya, Japan. The Headquarters for the 5th Air Force was located in downtown Nagoya. Our deployment was for gunnery practice under simulated combat conditions. At first light on the morning of the 27th we left Nagoya and landed at Itazuki Air Base on the southern Island of Kyushu where the 8th Fighter Group was based. They had started flying combat into Korea that morning. After we landed, they parked our 20 F-80's on the opposite side of the base from the 8th Group ramp where we had nothing but grass to park our aircraft. Our ground personnel and our support equipment had been left at Nagoya and couldn't be loaded and transferred to Itazuki until all of our

aircraft had departed. Most of that morning was spent sitting on the ground under the wings of our aircraft or mixing with the evacuees who were being dropped off in the same area where we were parked. The Red Cross and wives from the base had established arrival tents with coffee, doughnuts and orange juice for the evacuees and they gladly offered them to us. The arrivals from Korea were wearing whatever they could grab when they fled from their homes, many in bathrobes. Children were hugging their parent's legs or their favorite teddy bear and all looked as if they were in a daze. When we were spotted in our flying suits and fresh oxygen mask imprints still on our faces, some of



the evacuees gathered around us asking what we knew of the situation in South Korea. Ashamedly we had to admit that we hadn't yet flown over Korea but then they seemed to want to tell us what had happened to them, interrupting each other and providing their own therapy. As soon as it was convenient we drifted back to our parking area and fretted while we waited for the C-47 with our airmen and ground support equipment to arrive. Our Squadron Commander, "Squire" Williams, arrived back from 8th Group Headquarters followed by two fuel trucks and ordered each pilot to stand by his aircraft and help in

refueling. He then told four of us not to have our tip tanks fueled. We didn't understand but knew something special was up for us. Later in the afternoon a C-46 arrived from Misawa with four sets of tip-tanks that had been specially made for a long-range flight to the States via the Aleutian Islands. The Air Force had directed that the tanks not be flown on an F-80 until Wright Field had flight-tested them. They had been stored in a hangar at Misawa for many months and reportedly had never been flown. They each held 100 gallons more JP-1 than the standard tanks we used. Our ground crews had arrived

and were busy preparing the ground equipment for servicing the oxygen, putting full loads of 50 calibre ammo in each plane, and repairing any write-ups on aircraft that had a problem on the flight down to Itazuki. To be useful we pilots put up the tents and cots for sleeping that night. None of us believed we would be there for more than a couple of days. After all, those North Koreans would run back across the border when they realized that the U. S. was going to join the fight! By dark on the night of the 27th all of our F-80's were ready to leap off to stop the North Koreans. I was called into a special briefing along with three other pilots. The

other three had been based at Itazuki before joining the 49th and were familiar with the area. We had been chosen to make the first flights on the new untested tip tanks. The F-80's from the 8th Group were not able to fly all the way to Seoul, the South Korean capital, and let down to attack the invaders because of their lack of range with the normal tip tanks. Our mission was to fly to Seoul and drop down on the deck and observe the ground situation as best we could. We were then to proceed south to Suwon and protect the cargo aircraft that were evacuating refugees. On the morning of 28 June the weather was terrible. None of the 8th Group F-80's

were flying and, although disappointed, I was glad I wasn't going to have to make that first flight on those tanks in such bad weather conditions (not to mention it was my first combat mission). Squire told us to forget our schedule as the weather forecast was for it to get worse (it was already below 500ft and ½ mile). While we were sitting in the gloom of our tent, Squire went out to see what the staff car pulling up front had for us. The 8th Group Commander got out and came into our tent and demanded to know why we weren't in the air. Squire explained that when they canceled their jet flying he assumed that meant ours too. The Col. from the 8th said he wanted those long range F-80's in the air now! When Squire told him it was unlikely we would get back because of the deteriorating weather, the four of us involved couldn't believe his re-



ply, "I don't care if they get back or not, 5th Air Force wants cover over Seoul and Suwon. Get them in the air!" Those words were still ringing in my ears as I taxied out to the runway in the No. 3 position. By this time the weather had dropped to 300 feet and ¼ mile in moderate rain. I couldn't help but wonder as I sat behind and between the No.1 and 2 ships just what the effects of these 1300 extra pounds of fuel and full load of 50-cal. machine-gun ammo was going to feel like on take-off. Not only was there the problem of getting airborne in the 5,000 ft of runway but the heavily puddled runway was definitely going to add to our take-off roll. As the lead aircraft ran up to take-off power I signaled my wingman to bring his power up ready for my release brake signal. When I looked at him sitting on my right wing, I was shocked to see how much the huge tip tank was rocking in the jet wash from the No.2 aircraft's engine. As

the lead 2 aircraft began its roll everything in front of me turned to a solid sheet of water. I don't mind admitting that I was not only thinking of the untested tanks but also of my untested combat experience. I wondered just how I was going to react to life or death combat situations. There wasn't any time to reflect on it as I counted to 3 seconds and signaled my wingman to release brakes. Off into the blinding nothingness we charged! I could see nothing ahead but a wall of water. I moved to my left enough to give my wingman room on the runway. I could

see the runway lights on the right edge of the runway as I passed each of them and held my runway heading by watching my gyrocompass. That was all I could do. I couldn't use full power for fear of losing my wingman, so I plowed ahead waiting for the airspeed to reach a speed at which I could lift the nose wheel off of the soggy runway. It seemed as though it would never happen and I was also wondering if we were going to plow into the lead element if they found they couldn't get airborne. Suddenly the spray in front of me decreased and I could make out the shadows of the two F-80's in front of me struggling to stay in the air. In a

second or two I could feel the nose trying to respond to my nearly full aft stick. Then it released its hold on the runway and almost immediately we were airborne. The aircraft was really struggling to stay in the air and I had to wait until I was sure we were going to remain there before signaling my No.4 to raise his landing gear and then retract his take-off flaps. I made a gentle 10-degree turn to the right and the lead element disappeared into the clouds. I held my heading for 30 seconds and then turned back to our pre-briefed heading and locked my eyes on the instruments until we broke out on top of the first layer of clouds at 21,000 ft. About 1½ miles to my left I spotted my leader but he was alone. His wingman had not been

able to stay with him during the climb. He never did find us and returned to Itazuki long before we did. After joining on "Peachy's" wing, we climbed into the next layer of clouds. It was a wild guess as to how long and just where Seoul would be. There wasn't time to think about it but we had proven that the F-80 could get off the ground with those new tanks (and even with a full load of ammo in the nose). As we pressed on each of us was wondering about what we were flying into and if we could make it back to Itazuki. The weather forecast and the Colonel's encouraging words that he didn't care if we made it back or not were still

spinning around in my brain.

The flight leader, Capt. John "Peachy" Salyards, did a great job of flying those nearly 400 miles using only dead reckoning and, when we descended through the heavy clouds, we broke out at 2400 feet and near the mouth of the Hahn river which runs through the city of Seoul. Our instructions had been to fly low over the city to let the South Korean population of the city know that the U.S. was there with our jets and would be fighting the North Koreans. Being a dark cloudy day, I couldn't understand why I kept seeing bright reflections like sun from the streets and building in the city. It

dawned on all of us as soon as those small reflections were joined by larger bright orange lights that the small flashes were small arms fire and the bright orange flares were heavier anti-aircraft guns—all of them firing at us. We got the message in a hurry that those were unfriendly North Koreans who had captured part of the city. We had no instructions to attack the enemy in the Seoul area so we departed to the south where Suwon AirField lay some 20 miles away. As we approached Suwon we received a call from a C-54 that was on the ground when they saw us flying low over the field. The call in-

Continued next page



PUBLIC RELATIONS BY BUD EVANS

I received the following email, and felt it was worthy of further publication:

To My Fellow Americans:

Located in the small town of Bedford, VA, is the National D-Day Memorial. The Memorial is an inspiring reenactment of what our World War II Veterans went through during the landing on June 6, 1944, at Normandy on D-Day. If you've seen the movie "Saving Private Ryan" or the HBO mini-series "Band of Brothers" you will know what I'm referring to.

Recently while watching the 6 o'clock news on Channel 10 in Roanoke, VA, I discovered that the Memorial is about \$3 million in debt. There are worries that if this debt is not satisfied, the maintenance of

the Memorial will be in jeopardy. That could mean that the Memorial would fall in disrepair and/or there could be a charge for the public to experience the Memorial. I feel that would be a grave injustice to our World War II Veterans and a misfortune for this generation and generations to come.

I feel that the honor and memories of our countrymen that served and died on this beach should stand tall forever. These men died for us and our children, and the way of life we as Americans have the privilege of enjoying. It is our duty to ensure the future of this Memorial by helping.

I'm asking that every person that receives this email forward this to everyone in their

address book and send at least one dollar to the National D-Day Memorial Foundation. All I'm asking you to send is one dollar and the cost of a stamp. If this email makes the electronic rounds the way that many jokes do on the Internet, we should be able to show a substantial amount of help and support for our fallen comrades and those who still live with the memories of that day. Please remember these men with honor and dignity. They were our Grandfathers, Fathers, Uncles, and Brothers. Never forget them.

Send your dollar to:

National D-Day Memorial Foundation

PO Box 77

Bedford, VA 24523



DON'T FORGET THE AIRSHOW MEETING JAN 11

AVIATING WITH EVANS, CONTINUED FROM PAGE 15

received a call from a C-54 that was on the ground when they saw us flying low over the field. The call informed us that they had been strafed by North Korean fighters and asked us to cover them while they finished repairing the damage. The fighter pilot adrenaline really began to churn. We often had mock dogfights with the F-51's and knew that the F-80 jets were not as maneuverable at low altitude as the prop driven fighters.

That didn't mean that I was any less excited and hoping to get a chance to see just how good I was when the chips were down. I felt confident that I could use the speed and firepower of the "Shooting Star" to best any of the Russian-built fighters. Of course, we didn't even know what the insignia on the wings and fuselage of the North Korean aircraft looked like. For that matter we didn't know what sort of insignia was on the South

Korean aircraft. We began our circling of the airfield with the three of us spacing ourselves about equal distance apart so that we could cover each other and any intruder who might try to approach the field. We were just below the lowering overcast and acutely aware that we had a long flight back to Itazuki and a dicey weather problem awaiting us when we returned!!

**** (Continued next month)

(This was just the beginning of my first combat mission and of unbelievable events that followed on that fateful day!)



Thanks to Tom Etter for being such a good sport and playing Santa for the Christmas Party.

YESTERDAY'S BATTLES: WWII—DEATH OF AN ARMY BY JEFF JAMES

January 1943—As the battered remains of the once mighty German 6th army huddled in their steadily shrinking pocket amidst the rubble of the city of Stalingrad, they must have wondered “how did this happen?” After all the summer offensive of 1942 had started out with such great promise. Huge holes were gashed in the Russian front lines and German tanks and troops surged forward much like

they had in 1941. However, not all was a repeat of the great victories of 1941. Rather than stand and fight, only to be surrounded and destroyed, the Russians began to withdraw rather than fight hopeless battles. As a result the amount of prisoners

captured was far fewer than the previous year. Due to heavy casualties sustained by the German army in 1941, they could no longer attack along the whole front. In 1942 only Army Group South, of which the 6th Army was a part, would go on the

offensive. Army Groups North and Center would stay on the defensive. The primary objective of this campaign was the oil fields of the Caucasus Mountains in southern Russia. A secondary objective was to capture or destroy the important industrial city of Stalingrad on the Volga River. In the south, the Germans reached the foothills of the

Caucases and captured some thoroughly sabotaged oil fields, but they could go no farther. As the German 6th army neared Stalingrad, Hitler's attention became more and more fixated on the city, and a battle of wills ensued with Joseph Stalin, dictator of the Soviet Union.

Luftwaffe bombs had

smashed much of Stalingrad into rubble. However, the Soviet troops dug into the rubble and kept on fighting. The rubble in the streets also

made the powerful German tanks almost useless. Their excellent tank and infantry formations were slowly ground down in bitter street

fighting, block by block, house by house and sometimes even room by room. By November 11th, 1942 the 6th army was down to only 199 tanks. As more and more forces were crammed into the ruins of Stalingrad, the flanks of the 6th army had to be protected by Germany's allies. This impor-



Ju-52

tant task fell to the badly equipped Rumanian 3rd and 4th armies. In fact, the newly named “Army Group B” had only 80 divisions to cover a front of some 710 miles! Worse still, almost half (36) of these divisions were not German, but far less reliable Rumanian, Hungarian or Italian forces. On November 19th, 1942, the Soviets launched a massive counter attack that broke through the Rumanian 3rd and 4th armies in one day. By November 23rd the 6th army was sur-

rounded. As 33,000 Rumanian prisoners were rounded up, none other than Nikita Kruschev was on hand to offer congratulations to the Soviet generals! The commander of the 6th army, Colonel General Friedrich Paulus, wanted to retreat from Stalingrad and fight his way back to the main German lines. Hitler refused, ordering the 6th army to stay and hold Stalingrad until relieved. Herman Goring promised he could supply 6th army's needs with his Luftwaffe, assuring

that 500 tons per day could be flown in on his rugged fleet of Junkers Ju-52s. To supply 250,000 fighting troops with food and ammunition by flying over enemy territory and through swarms of Russian fighter planes was a questionable decision at best, but Hitler agreed. The airlift would last for 70 days. An average of only 91.16 tons of supplies reached the trapped 6th army per day, far below its most minimum requirements. During the airlift the Germans also lost 488

planes, included 266 of the workhorse Ju-52's.

In December, the Soviets widened the offensive and attacked the Italian 8th army, to the northwest of Stalingrad. The Italians were crushed in 48 hours and 5 Soviet army corps poured through the gap in the lines. All hope of saving the men trapped at Stalingrad was now gone. They could only fight on as long as possible to

Continued next page

MAINTENANCE BY BOB JAMES

I would like to call your attention to an outstanding calendar for 2003. It is Warbirds Air to Air by famous aerial photographer Paul Bowen. Our flagship *Tico Belle* is one of the featured aircraft (November) and we have them on sale at the museum PX (\$15.00). We do have a small number of them so be sure and get one as all profit from the calendars goes to the

C-47 restoration fund. The cost to mail them will be \$6.95.

C-47: The horizontal stabilizer (from our spare airframe N8040L) corrosion control effort is complete. However, a section of the attach angle has a small area that will require a structural repair. The right wing from 40L has been repositioned from the vertical to the horizontal to

allow the under side of the wing to be treated for some minor surface corrosion. That effort is now in work and will take a considerable amount of time due to the large surface area of the wing.

The repair of the nose area on 39T has started and the estimated effort will take up to 800 man-hours. Up to seven of the forward lower half frames are damaged and will be replaced with like frames from 40L. It may be possible to accomplish the repair as a

partial assembly; if so it will save a considerable amount of time. I'm always heartened to see the dedication and high spirits of the C-47 work crew as they labor away day after day. I think that all of us are getting a case of "flight withdrawal symptoms" with each day that the *Tico Belle* is ground-bound.

TBM: Most of the manpower is being expended on the C-47, leaving myself and a couple of University



THE *TICO BELLE* AND SPARE AIRFRAME 40L IN THE RESTORATION HANGAR

photo by Bob Kison

of Florida (UCF) engineering students to work on the TBM. The current effort has been mainly limited to parts acquisition of components for the bomb-bay.

UTVA: The radio/transponder-mounting tray has been fabricated with new shock mounts (4 each). The communication radio had an initial fault; however, it was covered under

the warranty and has been repaired at no charge. The cable has been fabricated; however, I'm still looking for an intercom—anyone out there have an extra one?

My thanks to VAC member Larry Sietsma who donated his time and aircraft for a flight to South Carolina last November 25 and 26. We met with a gentleman who has been looking into a B25

crash that occurred during WWII and which is still on the bottom of a lake. I'll be doing some research into the cost and feasibility of recovering the aircraft.

Thanks, also, to the many who donated to the C-47 restoration fund, especially to those who have made several donations. Your dedication and financial support is very much appreciated.

YESTERDAY'S BATTLES, CONTINUED FROM PAGE 17

cover the retreat of the surviving German armies in the south. By January 10th, 1943, the men of the 6th army were down to roughly 10 ounces of food rations per day. Still they fought on, having rebuffed a Soviet demand for surrender on the 8th. As the temperature plunged to 25 and sometimes 35 degrees centigrade below zero, the men of the 6th army huddled in their trenches and waited for the inevitable. Further

Soviet advances to the west captured the airfields from which the tiny airlift was being mounted. As a result, Ju-52's now had to fly 275 miles each way to Stalingrad! On January 17th the last airfield in the Stalingrad pocket was captured. Now supplies could only be parachuted in. By January 26th the tiny pocket was cut in half by Russian advances. Hitler promoted Paulus to Field Marshal, hoping he would commit

suicide and inspire the men. (No German field marshal had ever surrendered up to that point) Instead, with his men starving and low on ammunition, Paulus surrendered on January 30th, 1943. All resistance in Stalingrad ceased 3 days later.

The Germans had suffered a catastrophic defeat, one from which they would never fully recover. The once mighty 6th army was

now gone. Hitler and Goring's foolishness had helped see to that. The Soviets captured 91,000 prisoners, 6,000 guns and 24 generals in the battle for Stalingrad. This would be the turning point on the Eastern Front. After Stalingrad a Russian advance would begin, steadily gaining momentum, and not stopping until it reached Hitler's bunker in Berlin.

WELCOME COLONELS

NEW MEMBERS

Robert & Carol Addington Cocoa Beach FL
Ray & Mary Gilbouleau Old Town ME

RENEWALS

Ron & Inez Ackerman Walterboro SC
Mark & Doris Ball Miami FL
Lynn Brackett Winter Springs FL
Dick Childs Colchester VT
Earle Compton Rockledge FL
Robert Cooper Sharpes FL
Raymond Dauer Ft Myers FL
George Dempsey Palm City FL
Jake Donovan Pensacola FL
Ray Dunkman Pembroke Pines FL
P. W. & Polly Elliott Daytona Beach FL
John & Patti Faulk Melbourne FL
Frank Fleck Grand Blank MI
Gene Gardner Merritt Island FL
Joe & Bea Haydu Riviera Beach FL
Ray Hickman Cocoa FL
Jeff James Melbourne FL
Robert Keith Titusville, FL
Robert & Ellie Kosch Brooksville FL
Arthur Lapham Cocoa Beach FL
Hal & Ruth Larkin Merritt Island FL
Pieter & Betty Lenie Melbourne Beach FL
Dick & Wendy Miller Titusville FL
Robert & Chong Murphy Fernandina Beach FL
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Kelly & Patricia Rich Satellite Beach FL
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Thomas Skelley Titusville FL
Robert Tullius Sebring FL
Walter Wagner Titusville FL
Heinrich Weisskopf Boynton Beach FL
Jay & Sharon Wisler Tampa FL
Richard & Elizabeth Zdunczyk Palm Bay FL
Carol Vandervliet Ft Myers FL

PERSONNEL BY ALICE IACUZZO

TICO 2003 SEED MONEY

Seed money is one of many ways used to help finance the early phases of our annual Airshow. Our members, as in the past, have been helping us jump-start with a temporary loan of funds for Airshow use. Reimbursement checks are the first ones mailed after the show. This year we can use your help to start prepayment of some of the advance items.

Thanks to those who have helped so far:

Lester Badger	Cocoa FL	\$ 1000
George & Ginny Baker	New Smyrna Bch FL	\$ 500
Mark & Doris Ball	Miami FL	\$ 1000
Bill Dillard	Palm Bay FL	\$ 5000
Dick & Marilyn Foote	New Smyrna Bch FL	\$ 1000
Joe & Bea Haydu	Riviera Beach FL	\$ 50
Alice & Colleen Iacuzzo	Jacksonville/Cocoa Bch	\$ 500
Conrad & Margaret Yelvington	Daytona Beach FL	\$ 1000
Tom & Patty Etter	Titusville FL	\$ 3000
Don Hussey	N Palm Beach FL	\$ 50

We also received a donation from:

Paul Woodward	\$ 150
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ITINERARY see page 8

Remember—it is important to reserve. It is very difficult to estimate the number of people who will come to a function if you do not let us know in advance.

Please register for all functions; tickets will be available in advance. We do not want to disappoint anyone. The volunteers who run the show and events do their best to please all the members. You can call Dossie at 407-677-1779, email vacinformat@ol.com, or FAX 321-268-5969.

MEMBERSHIP DUES

If your renewal comes due in January, February or March 2003, or if you are past due, please send in your dues as early as possible. I want to be able to get your membership card to you in time for the Airshow. The only cards which will be accepted during the Airshow are wine color with a blue dot. Please check your cards to make sure you have the correct one.

POSTERS ARE AVAILABLE!!! IF YOU HAVE SOME PLACE TO PUT THEM UP, CALL THE OFFICE AND WE WILL TRY TO GET THEM OUT TO YOU AS SOON AS POSSIBLE.

Santa points his finger at Christmas party—someone's been naughty!!



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