



UN-SCRAMBLE



Official Bulletin of the Valiant Air Command
April 2007

VALIANT AIR COMMAND

Dedicated to restoring military aircraft
A 501c(3) Non-Profit Organization

6600 Tico Road
Titusville, FL 32780-8009
Phone: 321.268.1941
Fax: 321.268.5969
Website: www.vacwarbirds.org

MUSEUM & GIFT SHOP

Open 7 days a week 9 AM – 5 PM
Except Thanksgiving, Christmas and
New Year's Day

Admission

Adults \$12.00 Seniors/Military \$10.00
Children 5-12 Years \$5.00
Special Tour & Family Rates
available

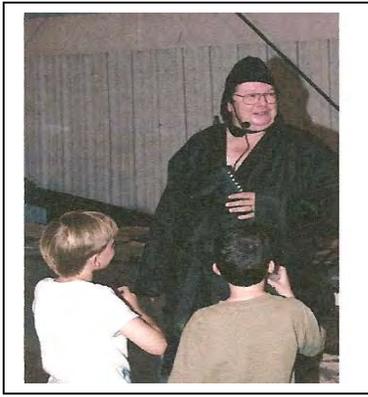


Tico Warbird 2007 Airshow Pilots



**Our sincere appreciation to all of our members, volunteers
and pilots for making 2007 TICO Warbird Airshow a success!**

Highlights 2007 TICO WARBIRD AIRSHOW



Kevin Quinlan
Samurai Auctioneer



Scholarship
Winner
Arthur Poole



Getting ready!



Briefing!



Kevin Wood "Hear No Evil"
Roger Fuller "See No Evil"
Jim Black "Speak No Evil"



Danny McKnight,
Army Colonel, Ret.
Sat. Night Speaker



Media Day Luncheon
Daytona



Kevin Sullivan. Air Boss

Bob Frazier
moved too fast
with auction
items for a
picture !



Jerry Trachtman, Announcer



TICO BELLE
"BELLES"
Jean & Joan



Red Baron Announcer,
Rod Reider

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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.

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501© 3 Non Profit Organization

ADDRESS CHANGES

Please remember to notify the office when you are going to be temporarily away, or if you move. Thank you!

COMMANDER
LLOYD MORRIS

Hi,

From all the emails, letters and phone calls (all positive, by the way), we all did one heck of a good job this year!

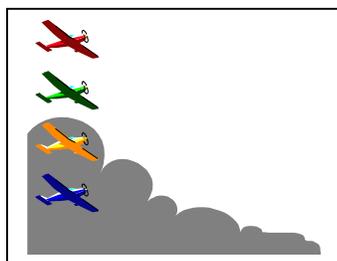
The Media Day went well, short a few aircraft (due to weather); but, overall, it went well thanks to Ken Terry. The Board of Directors really stepped up to the plate this year trying to add acts to the show. There were a lot of meetings, a lot of head scratching, and a lot of sleepless nights -- But it paid off. I would like to thank all of the Board of Directors for their dedication and hard, hard work. I would also like to thank Ann James for coordinating all the volunteers and staff that helped with the airshow. Thanks to all you gals and guys and to Jodylyn for all her typing. I would like to recognize Darrell Fisher and his crew (Ken Wood, "Hear No Evil;" Jim Black, "Speak No Evil" and Roger Fuller, "See No Evil") for sound; Ed Rodig and his crew (Stephen Sherbin, Jordan Handsman, Bob Pacetelli, Paul Concannon, Mae Nonnamaker, Jerry & Patrick Land, Alex Fortier, Elizabeth Smith and Cameron Cross) for flightline security; Joe Cross, who worked around the clock setting the

field; Lou LaFond for helping to stake the field off; Bud Evans, public relations; Augie Holmquist did a great job with the media; Frank Pound for the Airshow poster; Bob Frazier and Kevin Quinlan for a great auction; Marilyn Bettencourt for the gates; Lora McCabe for counting the loot; and Jenny and George Baker for their help; Bob Boswell for an outstanding job with the military; Jerry Trachtman, airshow announcer; Ginger Utz, Crystal Hedden and Sandy Brister for all their preparation and hard work getting PX products together for sale at the tent; Melissa McDonald for a great evening of entertainment and St. Patrick's Day decorations; Norm Lindsay and his crew for working unceasingly to get the tables and chairs set up for the various events; Ed Ehrenspeck for manning the swing gate; and Robert McCullough for manning the members' gate.; Jeremy Anderson for doing such a great job of Ground Support at Daytona on Media Day. Jeremy "You are the Man". Hope you can do this again next year. I owe you an airplane ride!

Thank you, too, Bob James for being the Airshow Co-Chair and for taking some of the load off.

So, all in all, not bad, considering all that happened. Hope to see you all next year!!!

Lloyd Morris
Commander



EXECUTIVE OFFICER BUD EVANS

This is an old "Aviating With Evans" story but some of you may not have read it.



9th Fighter Squadron, 49th Fighter Group F-80 taking off from Itazuki Air Base, Japan, July 1950. (Note: Large Misawa tip tanks made by 49th Fighter Group and first flown on 1st combat mission by 9th Fighter Squadron pilots: Capt. Salyards, Lt.'s Carraher, Evans and Tedder).

It's always a good feeling to complete a productive combat mission and know that you have made a huge contribution to the war against an aggressive and numerically superior enemy. Such was my felling the night I landed my F-80 "Shooting Star" back at Itazuki Air Base, our operating base in Japan. I had been assigned to take my flight on a late afternoon mission north of the 38th parallel. It was only a few days following the 5th Air Force's first crossing of the border between North and South Korea when we made an all out attack on the capitol city of Pyongyang. Although we had plenty of anti-aircraft resistance on the raid, there was no airborne defense. We assumed that we

had destroyed all of the North Korean aircraft in those first few weeks.

My sortie was designated an "Armed Recce Mission," which meant we were to fly to a given spot just south of Pyongyang, then descend to low altitude and fly east to a rail junction town named Pyonggang. We were to attack any targets on the road or railroad, which connected the two cities. It was a mid-July evening and a clear beautiful day for flying. (Except for the few puffs of flack that erupted close by during our let down to the starting point of the road reece). There was nothing moving on the route all the way to Pyonggang except some ox carts and people walking along the road. I had just about decided we were wasting a combat sortie when I knew how badly the Ground troops needed our close air support. All of the missions that we flew over South Korea were extremely effective because that was where the largest concentration of North Korean troops and equipment were deployed. Those missions always provided us with more targets than we could destroy and you always landed feeling you had done your job but needed to get back in the air and go back to work.

My concerns quickly vanished when we approached the rail junction where the main rail line running north and south was joined by the line running to the capitol. I had found my targets! There were three locomotives with smoke pouring from their stacks that were shuttling many tanker and boxcars from the main line to a siding, which ran out to the east. Although I had no time to dwell on it, I did wonder why they were doing this during daylight hours. I

guessed they never expected enemy aircraft that far north and that late in the day.

I directed my No's 3 and 4 to pull-up to the "high cover" position while my wingman and I climbed to a comfortable altitude and rolled in to attack the engines. I picked one and my no. 2 man picked the next closest one and we were both successful in hitting the boilers just ahead of the cabs. We had a lot of experience doing this in the first days of the war and had become quite proficient with this technique after learning the proper place to put the engine out of service. It didn't do the train crew much good either as the exploding steam from the ruptured boiler blew into the cab.

No.'s 3 and 4 were making their pass on the third engine and tank cars while I climbed to the "high cover" position looking for enemy aircraft and checking for signs of anti-aircraft fire. Out to the east where the rail spur ran and the locomotives were pushing the rail cars, something caught my eye. It was sparkling reflections from the sun that seemed to be coming from a number of locations on a large rectangular open area surrounded by trees. Rolling hard to my right to get a better look at the source of these flashes, I couldn't believe my eyes! They were coming from many turning propellers that were attached to many airplanes.

I called for the flight to change their target to the airfield I had spotted. It was filled with taxiing aircraft. Flying past the field to the north side I looked down on this unexpected sight. The

airfield was surrounded by trees and taxiing out from their hiding places in these trees were large numbers of World War II Russian type aircraft. They must have been preparing to fly a late evening strike against our ground forces or one of the few airfields that we had established in South Korea. Whatever their plan was, I'm sure that they hadn't planned on a flight of "Target Hungry" 9th Squadron F-80's to be operating that far north or that late in the afternoon. I quickly assessed our attack tactics and briefed the flight on my attack plan. I called the flight instructing No. 2 to make his pass down to the south side of the field from east to west while I did the same on the north side. I told #3 and #4 to position themselves to make their first pass from north to south taking the east and west sides of the field. The North Korean aircraft had been hidden on all four sides of the grass field and were taxiing out from the trees preparing to line up for take-off. It was a real "Turkey Shoot"! The poor pilots sitting in their cockpits had no clue that they were in danger until we made our first pass. I lined up on the closest plane and fired my six 50's into it, pulled my guns to the second, flamed him and as my bullets tore apart the third one, I realized that I had gotten too low to shoot at the 4th plane without flying into it. They were in such close proximity to each other taxiing from the trees it took only a small adjustment of the nose for gunfire to move from one to the next.

I pulled up over the aircraft I had just hit and when I gained enough altitude, I pushed the nose down and managed to put a good burst into the last two aircraft on the north side of the field. While

climbing up from my firing pass, I spotted some boxcars and squeezed off a short burst into one of them, which was almost my last shot at anything! One of the boxcars exploded and the concussion and noise of the explosion were terrible. The blast hit the F-80 and it felt as though I had flown to the ground. Recovering from the shock wave, I found my trusty "Shooting Star" was still functioning normally. Somewhat shaken I turned back towards the airfield, made my pass back to the east tearing apart the two aircraft I had missed on the first pass. They had moved farther into the center of the field, which let me know that the ones I hit on the first pass were disabled. I ran out of ammunition while firing at the last aircraft while the other 3 F-80's did the same to their assigned areas. As I pulled up to climb out towards the south, my #4 called "Bingo". (Minimum fuel).

While circling the field as I climbed, allowing the flight to join me, I observed a sight that is hard to describe. There were fires coming from burning aircraft all over the field as well as from the rail junction and eastern spur.

We had overstayed our fuel reserves and even though I climbed to 42,000 ft., we still had to place our throttles in the "Auto-start" position while descending the last 75 miles. This gave us fuel to make a power on night landing back in Japan. We all had mixed emotions as to the elation over all of the enemy aircraft we destroyed and damaged but had to feel some compassion for the pilots that didn't have any chance to fight back. Of course we would have had no trouble shooting them down if we

had been 10 minutes later and caught them joining up in the air. We could have all been "Aces".

The rest of this story is one that I discovered many years later. No one ever gave us any special recognition for the destruction of the 36 aircraft we hit and were still sitting on the field the next morning. Someone else took the credit. I only learned of this while reading part of the Korean 5th Air Force history. A Squadron Commander from the 8th Fighter Group, which was permanently based at Itazuki Air Base from which our Squadron was operating, took eight F-80's to Pyongyang the next morning. He claimed the destruction and damage of the aircraft we had destroyed the night before. His claim was that a RF-80 Recon aircraft had reported activity on the field the night before so he attacked the field the next morning. (Note: my mission was designated: An "Armed Recce Mission" which may have confused the mission schedulers). The Squadron Commander and his flight members couldn't help but notice all of the aircraft that they claimed were burned and damaged. The large blackened circles on the ground around them before they made their first attack should certainly have been visible. None of that was mentioned in their report or why the aircraft were scattered all over the open field. They claimed three or four aircraft burned when they finished their attack. Only un-flyable aircraft would have still been on the field that morning which meant we had destroyed or severely damaged 36 North Korean aircraft in our late evening attack. The flight members of that mission received several medals for the

destruction of those aircraft they claimed.

I keep reminding the reader that we were on the defensive with short supply assets, and so many targets to attack with too few aircraft to cover them all during the first months of that war. You didn't dwell on the last mission very long as your focus was on getting back into the air and hitting the North Koreans where your support was needed the most at that minute. Following our late evening debriefing, I drove the flight members to the Mess Hall for dinner and as usual, checked the morning mission schedule. We then went back to our tent to get a little sleep before pre-dawn mission briefing the next morning. That was the way our days melded into weeks and months during the first part of the Korean conflict.



Members of my flight (Evans 2nd from left)

N.C. "Bud" Evans
Executive Officer

OPERATIONS OFFICER
KEN TERRY

Another TICO Warbird Airshow is behind us.

We had the misfortune of losing Eilon Krugman-Kadi, a great pilot, super nice

guy and personal friend of our own Jerry Trachtman for many years. He lost his life during the second maneuver of his routine in his L-39.

Several VAC members and friends, which Eilon had made in the aviation community, flew to Gainesville on Monday, March 19, 2007 and performed a Flyby and Missing Man Formation in Eilon's honor. He will be missed.

To thank all the volunteers and hard working friends and families that contributed to the success of TICO Air Show 2007 would take the entire space available in several newsletters! It is impossible to name each one that made this year happen. But it is also not possible to ignore the efforts of our ever-faithful pilots that keep showing up year after year. Air Shows require pilots and airplanes – period! Gentleman without you there would be NO Air Show – thank you one and all!

To all the other individuals that I grabbed at the spur of the moment, simply because you were near by and I needed help quickly, a HUGH THANK YOU!

Sue Best and her crew once more did a great job at the pilot registration, thank you one and all.

Bob and Ann James are remarkable – what else can be said about the two of them – beyond words.

Norm Lindsay, Dick Hart, Al McQueen, and all the other guys in the restoration and maintenance hangar that jumped in and repaired one aircraft after another to keep the show going – THANK YOU!

A special thanks to my friend Steve Whittenberger.

Once the airplanes are on the ground, it takes some very special people to get them all in the right place quickly and

efficiently. Art Pylar and his crew once more demonstrated their ability to do just that, safely, thanks gentlemen.

I am getting carried away here and taking way too much space – BUT TO ALL WHO WORKED SO HARD THIS YEAR ----- THANK YOU!

Despite my efforts to accommodate pilots and volunteers with good, reasonable priced Hotel rooms this year, we once again, had several SNAFUS'. However, I will try again next year! The price was certainly right for those for whom we were able to get a roof over their head!

Please ---- next year --- let me know --- WELL IN ADVANCE --- if you even think you might come!

Since I don't know everyone by name, I would ask that you simply send me an email with your name, home address, phone, cell phone, fax, email, carrier pigeon or other means of communication, what you do at the Air Show, how long you have done it, and who you normally work for.

It is a lot easier to cancel a reservation, than to get one. And ---- PLEASE ----- do not make reservation on your own and then ask for a VAC room – that really mucks up the works. 1. It makes it look as though more people will be in town on those dates than are really planning on being there and the Hotels base their rates on how many people are expected on any given day. 2. The scramble to determine who is where is a mad house. 3. The “balancing of the books” as to who was where and who paid for what is even worse!

So therefore and henceforth: if you want to make your own reservation, fine, but you are on your own!

If you want to participate in the VAC rate structure, you must have PREVIOUSLY contacted me to give me your arrival and departure dates. This has to be done no later than January 1, 2008! If you are not sure of the dates of your comings and goings --- guess at it! If you don't show up, no harm, no foul, no biggie, just let me know your plans have changed so I can make the adjustments --- BEFOREHAND! But if I don't have you on the list by January 1, I cannot negotiate room rates with any degree of success. If you are on the list you will have a room and the VAC will pay for the room, so you do not have to wait to get reimbursed, if you are entitled to get a freebie, if ya don't get a freebie, ya gotta pay for it your own self, BUT at the VAC rate!

You can't beat a deal like that! You give me your cooperation and I'll give you my best effort!

The media day on Thursday, March 15, was, without a doubt, an overwhelming success! Your Commander Lloyd Morris really pulled a rabbit out of the hat on that one this year. The exposure we got that day will benefit us for years to come. The people at the Daytona Airport worked very hard to help make it a success. It was fantastic! If we do it again next year, I am afraid we will not be able to seat the crowd, so again, get your name in early, everybody wants to get in on the act! The food was outstanding, if you are ever in Daytona Beach and near the Airport it is worth the trip, just to visit the Volusia Room, upstairs in the main terminal building, eat there and watch the airplanes landing and taking off, what a view!

We will be holding more formation clinics, between now and Oshkosh, so keep in touch. The NATA guys are all meeting at PGD for a clinic the weekend before Sun n Fun, the T-34 bunch is gathering up at George Baker Aviation at New Smyrna Beach Airport at the same time. Either group will normally accept anyone who shows up and has an interest in learning or improving their formation skills. I will be at NSB and then on to Sun 'n' Fun, I would sure like to see a few VAC types join us. We always have a great time whether we get to fly or not! Please register with Curtis at GBA so they can have enough chow to go around.

See ya 'round the patch!

Ken Terry
Operations Officer

MAINTENANCE OFFICER
BOB JAMES

C-47---With the passing of this year's airshow, our crew can now return to the tasks required to complete the "Tico Belle's" reassembly and system testing. We have been cycling the main landing gear to check for proper clearances and operation of the up and down limit switches.

No need to go to the gym when one can get all the exercise pumping up the gear via emergency hand pump. After several cycles for the past two workdays, several of us who participated in the effort were glad to see the end of the test! We found that the accumulator diaphragm is leaking internally and will have to be replaced.

Not an unexpected occurrence as the diaphragm has been dry for several years while the hydraulic system was under repair. This is just another bump in the road. The inboard flaps are ready to be installed and will be shortly (probably after the outboard wings are installed).

The passenger compartment below the floorboards will get a final inspection and vacuuming prior to closing out the area. My thanks to the C47 crew for their fund raising efforts during the TICO Airshow. Their diligence resulted in obtaining over \$1600 dollars in donations for the C47.

TBM---My thanks to Bob Munsey for reworking the story boards on the TBM. They complement and add a great deal to the display of that aircraft. The refurbishment of the hydraulic system is continuing.

Robert E. James
Maintenance Director

FACILITY OFFICER
NORM LINDSAY

Another Airshow with all the planning and hard work has come and gone. This year's show was bigger and better than the previous years' airshow, with plans already in the works to make next years show a bigger success.

All this is accomplished by the efforts and hard work of our many members and volunteers! I would like to personally thank the following:

Our Army of one and keeper of the facility Roger Desplaines who keeps the

museum looking as it does in addition to extra duties during airshow time.

The gruesome twosome plus one Leo, Lester and Tom who make, put up and remove all the airshow signs in the Titusville area along with a hundred other duties.

Tom Phillips, our snowbird savior, who through his maintenance program has made our automotive equipment reliable. We can now tow our aircraft from the hangar to the airshow display area without fear of breaking down on the taxiway or runways.

Mrs. Bob Bixby, who allowed Bob to come out and play all those extra hours to assist me in my duties.

And to the person that we all agree put in the most time, had the most headaches, more duties than one should have, and may or may not have suffered a nervous breakdown, our Commander Lloyd Morris.

The above and the many other volunteers who give freely of their time is what makes the airshow one of the premiere events in the area.

Norm Lindsay
Facility Officer

PROCUREMENT OFFICER
BOB FRAZIER

This years Airshow was a great success. The quality of the items offered for bidding was very high and the Auctioneer's presentation was entertaining.

Kevin Quinlan's donation of aviation military clothing and jewelry to the C-47 Restoration Fund resulted in a significant dollar to the fund.

The success of the Auction was the result of the whole team including Ginger Utz, Crystal Hedden and Kent Nelson (Recorders); Serge English, Walt Powell, Brooks (Display Walkers) I and Kent Nelson for selling raffle tickets. Don Hussey many days of organizing and identifying the sale items with a good supporting crew and a very capable auctioneer and printing help from Staples, we did very well. THANKS!!!

F11F Tiger - - - The Pensacola airport and the Navy Museum (NMNA) had a summit meeting and decided the airplane will come off the pylon at the end of April 2007.

Scuba Diving Equipment - - - We have a complete set of mostly everything needed for diving (used). If interested, call me at the VAC or at home (561) 848-4549.

Flags - - - We have several 48 star American Flags. They are medium and large size. If anyone desires one, please give me a call.

Bob Frazier
Procurement Officer

EVENTS COORDINATOR
ANN JAMES

Looking for a rewarding volunteer job?

Ladies come join us on Tuesday for lunch. Bring along some home made cookies or baked goodies and share them with our 50 soldiers from the Gryphon Group that have lunch and tour the Museum each week. The soldiers come in from all across the WORLD to train for one week and fly back to their base. We get to spoil them just a bit while they are home.

If you are interested in helping out – please call Jean Felton at 431-9336.

The cookie schedule for this month is as follows:

Hostesses:

Jean Felton and Joanne Baxter

Bakers for the month of April

April 3 -- Ann James

April 10 -- Gay Lindsay

April 17 -- Joan Dorrell

April 24 -- Margaret Towe

Thank you ladies! You are SO appreciated!

THANK YOU!

A "Thank You" hardly seems enough for all the hard work that goes on with our volunteers during the airshow. Year after year, so many keep coming back to do the same thing. Our show would not take place without all this dedication. Ed and Mary Copeland host the VIP/Sponsor Tent with their hard working crew each year.

Crystal, Ginger and Sandy create a VAC Gift Shop on the field during the weekend. They pack, move and set-up the PX merchandise while running the museum until show time! These girls and their helpers know how to work!

Lorraine and JoLynne kept the office going full swing before, during and after the Airshow. JoLynne was responsible for all the Merchandise Vendors this year, and did a wonderful job. Lorraine was proficient at renting cars, putting out newsletters and answering thousands of phone calls, all at the same time!

Jean Felton and her crew of dedicated family and volunteers made a home away from home for the Chalet customers. As hostess again this year, Jean sets up and serves lunch and drinks to over 100 visiting by bus from Lady Lake each year. She not only did the Chalets this year, but also helped with breakfast during the Media Day on the field.

Sue Best and her helpers did a wonderful job registering the pilots this year! This is a tedious job in that the work starts months before the airshow. Very specific information and documents are required and must be maintained properly. She really appreciated all the cooperation from the pilots this year.

Our thanks to Phyllis Lilienthal for her fabulous photos! And to Louise Bixby and Gaye Lindsay and their team for the tremendous job they do in the Pilot Tent each year!

Once again, our Terrific Teen Trio came through with the Trash! We are so proud to have such hard working boys as Bobby (with an injured ankle), Anthony and Paulie who maintained and cleaned our whole field each year. You are so appreciated, boys!!!
Ann James, Events Coordinator

FROM THE FRONT COUNTER **HAPPY EASTER!**

To all of the volunteers going back north – have a safe trip! Thank you for your hard work. See you all next trip!

We have Airshow 2007 T-Shirts, programs and patches on sale! Get them before you leave – be safe!

Ginger, Crystal and Sandy
Museum Gift Shop

MANY THANKS FROM BOB and BETTY CUSHMAN to

FLIGHTLINE HISTORIANS, WASP HISTORIANS, AND THOSE WHO GAVE OUT FLAG STICKERS AND MUSEUM PASSES TO KIDS.

Jeremy Anderson, Dale Asbury, Christopher Bryan and his crew of students, Ken Bye, Don Caverly, Dee Edkins, Norm Edkins, Chriss Gifford, Dave Greist, Kevin House, John Kirk, Erik Kramer, Christine Lane, Corey Lane, Don Leathers, David Morrison, Stan Parsons, Josh Schwenn, Marian Schwenn, Ronn Schwenn, Larry Seitsma, Godfrey Southard and John Ticen

VAC MEMBERS GONE WEST

James E. Johnson, Jr. of Port Orange, FL passed away March 3, 2007.

Eilon Krugman-Kadi of Gainesville, FL passed away March 16, 2007.

Our sympathy goes out to their families. We surely miss them!

Valiant Air Command Museum
6600 Tico Road, Titusville FL. 32780
321-268-1941 Fax 321-268-5969
Email: vacwarbirds@bellsouth.net
www.vacwarbirds.org

We sincerely hope you will continue to be part of our very worthwhile organization. Your yearly contribution makes it possible for us to continue to offer you the following privileges.

1. Free admission to the museum throughout the year.
2. Free admission to the Tico Warbird Airshow for all 3 days.
3. Access to the Warbird aircraft on the Flight Line during the Airshow.
4. The monthly Unscramble Newsletter mailed to your home.
5. Membership meetings, various dinners, or luncheon participation.____
6. Opportunity to volunteer during the year and for the Airshow.
7. Flying participation during the Airshow.

Note: The Valiant Air Command Inc. is an (501 C3) Educational Museum Recognized by the IRS for donations making your donation tax deductible.

PLEASE DETACH AND MAIL

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ATTN. MEMBERSHIP **Make checks payable to: THE VALIANT AIR COMMAND**

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TICO AIRSHOW 2007
VOLUNTEER APPRECIATION LUNCHEON
MAY 5, 2007 – 12:00 Noon

VAC will supply meat, rolls and drinks. Please bring a dish or dessert to share with everyone. Hope to see you all here!

