



# 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 2

FEBRUARY 2003

**AIRSHOW**  
**TICO WARBIRD**  
**March 7, 8, 9, 2003**

**Don't Let America Forget!**

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

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 Airshows on Fri. at 2:00 p.m., Sat. & Sun. at 1:00 p.m. • No Coolers/Dogs  
 For Information call: TICO Warbird Airshow, Inc. (321) 268-1941  
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 Flightline (Pit) Pass \$3 • 3-Day Pass - \$30 (Includes Flightline Pass)

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**Econo Lodge**  
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**ANYSOUTH BANK**  
**FLORIDA'S SPACE COAST**

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IT'S YOUR ANNUAL MEMBERSHIP MEETING

BE THERE AND JOIN IN THE GOOD TIMES!!!

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# Valiant Air Command

6600

Tico Road, Titusville, FL 32780-8009

Tel (321) 268-1941 FAX (321) 268-5969

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## CALENDAR OF EVENTS

### BOARD OF DIRECTORS MEETINGS

FEBRUARY 11, 2003

12:00 NOON

VAC MUSEUM BOARD ROOM

MARCH 11, 2003

12:00 NOON

VAC MUSEUM BOARD ROOM

### AIRSHOW/MEMBERSHIP MEETING

FEBRUARY 15, 2003

12 NOON

VAC LIBRARY

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



Photo by George Damoff

Lloyd Morris, Airshow Chairman, and  
Mike McCann, Operations Officer,  
coordinate plans at the  
January 11 Airshow/Membership Meeting

### 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.

### 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](http://WWW.VACWARBIRDS.ORG)

# AIRSHOW MEETING FEBRUARY 15

The Airshow is fast approaching, and this will be one of the final meetings to firm up plans. Everyone involved with the Airshow is requested to attend.

This will also be our monthly meeting again (same as last month) so all members are urged to attend.

Food will be provided; please call Dossie Pur-

cell at her new number 407-677-1779 or call the VAC at 321-268-1941. Again, we urge everyone to attend.



## AIRSHOW \$35 (and more) SPONSORS

|                            |                   |       |                           |                   |      |
|----------------------------|-------------------|-------|---------------------------|-------------------|------|
| Pat Sammon                 | Panama City FL    | \$105 | Gene Gardner              | Merritt Island FL | \$35 |
| Arthur Lapham              | Cocoa Beach FL    | \$35  | Frank Fleck               | Cocoa Beach FL    | \$50 |
| Robert Tullius             | Sebring FL        | \$35  | Ron & Inez Ackerman       | Walterboro SC     | \$35 |
| Jerry & Vicky Garlett      | Titusville FL     | \$35  | Barry & Sandra Cropp      | Eustis FL         | \$35 |
| Lee Moore                  | Titusville FL     | \$35  | Herm & Cindy Bayerdorffer | Gulford ME        | \$35 |
| Preston Beck               | Melbourne FL      | \$35  | Robert Brady              | Boca Raton FL     | \$35 |
| Dick Childs                | Colchester VT     | \$35  | Edward & Muriel Claydon   | Cape Canaveral FL | \$35 |
| Robert Cooper              | Sharpes FL        | \$35  | George Damoff             | Titusville FL     | \$35 |
| Ruth Damoff                | Titusville FL     | \$35  | Jeffrey Davis             | Ocala FL          | \$35 |
| Serge English              | Callahan FL       | \$35  | Lewis Estep               | Melbourne FL      | \$35 |
| Charles & Sue Foy          | Virginia Beach VA | \$35  | Robert & Diane Frazier    | N Palm Beach FL   | \$35 |
| John & Dorothy Ingersoll   | Wilton CT         | \$35  | Bob & Nita Kison          | Titusville FL     | \$35 |
| Bill Lumley                | Delray Beach FL   | \$35  | Sharon Mitchell           | Bay City MI       | \$35 |
| George Morris              | Vero Beach FL     | \$35  | Robert Nishimura          | San Jose CA       | \$35 |
| Tony & Caroline Pietrarola | Spring Hill FL    | \$35  | Gary & Carol Powers       | Titusville FL     | \$35 |
| Mike & Paula Rellihan      | Jacksonville FL   | \$35  | Carl Riggelman            | Titusville FL     | \$35 |
| William Ryan               | Daytona Beach FL  | \$35  | David & Vickie Shumate    | Indialantic FL    | \$35 |
| Richard Whited             | Titusville FL     | \$35  | Steven & Shirley Zatroch  | Cocoa Beach FL    | \$35 |
| John & Ruth Oliphint       | Colorado Spgs CO  | \$35  | Betty Yaroch              | Melbourne FL      | \$35 |

## PERSONNEL BY ALICE IACUZZO

Note on Motels: There will be transportation during the airshow to the Riverside Inn on U.S. 1.

### 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.

### TICO 2003 SEED MONEY:

Thanks to the following who have helped:

|                              |                        |        |
|------------------------------|------------------------|--------|
| 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 Bch FL         | \$1000 |
| Tom & Patty Etter            | Titusville FL          | \$3000 |
| Don Hussey                   | N Palm Beach FL        | \$ 50  |
| Robert & Betty Jean Burnham  | Atlantic Bch FL        | \$ 250 |
| Paul & Lucia Metcalf         | Pittsfield NH          | \$ 500 |
| George Morris                | Vero Beach FL          | \$ 100 |
| Robert Nishimura             | San Jose CA            | \$1500 |
| Dennis & Sharon Sherman      | N Palm Bch FL          | \$1000 |

# WELCOME COLONELS

### NEW MEMBERS

|                       |                     |
|-----------------------|---------------------|
| Wayne & Bridgett Bray | Astor FL            |
| Gordon & Agnes Briggs | New Smyrna Beach FL |
| Doug Davidson         | Naples FL           |
| Jeff & Kim Hefner     | Satellite Beach FL  |
| David & Fae Jesser    | Indianapolis IN     |
| Alice Lombardi        | Orlando FL          |

### RENEWALS

|                             |                     |
|-----------------------------|---------------------|
| Ray & Dorothy Adams         | Melbourne FL        |
| Alfred & Kathleen Arbuthnot | Jupiter FL          |
| Herm & Cindy Bayerdorffer   | Gulford ME          |
| Ken & Jane Bobletz          | Ft Meyers FL        |
| Kent Bosworth               | Charleston SC       |
| Robert Brady                | Boca Raton FL       |
| Jacquelyn Brassell          | Syckoff NJ          |
| Thomas Camman               | Lake Mary FL        |
| Edward & Muriel Claydon     | Cape Canaveral FL   |
| Dave Collier                | Stuart FL           |
| Barry & Sandra Cropp        | Eustis FL           |
| Elliott Cross               | St Augustine FL     |
| David Cummock               | Daytona Beach FL    |
| Stuart & Nola Davis         | Yulee FL            |
| Jack & Joan Dorrell         | Melbourne FL        |
| Serge English               | Callahan FL         |
| John & Patti Faulk          | Melbourne FL        |
| Michael & Peggy Field       | Edmonton Alb CAN    |
| John & Ann Fitzgerald       | Rio Grande NJ       |
| Dick & Marilyn Foote        | New Smyrna Beach FL |
| Robert & Diane Frazier      | N Palm Beach FL     |
| Tom George                  | Merritt Island FL   |
| Jerry & Alicia Goodchild    | Merritt Island FL   |
| George & Peggy Graefe       | Melbourne FL        |
| Bob & Dot Haas              | Ft Myers FL         |
| Edward & Carol Hall         | Warner Robins GA    |

continued next page

# AIRSHOW

# MARCH 7,8,&9

**WELCOME COLONELS, CONTINUED**

|                              |                     |
|------------------------------|---------------------|
| Geoffrey Hemmrich            | Brentwood TN        |
| Barry & Scott Holm           | Vero Beach FL       |
| John & Dorothy Ingersoll     | Wilton CT           |
| Peter & Linda Jacobs         | Daytona Beach FL    |
| J. William & Margery Johnson | Titusville FL       |
| Fred A Johnson               | Standing Rock AL    |
| Charles & Vivian Kittell     | Orange Park FL      |
| Joseph Kotenski              | Shelton CT          |
| Richard Matthews             | Dover FL            |
| Harry McNamara               | Titusville FL       |
| Tom & Theresa Meyer          | New Smyrna Beach FL |
| John Miller                  | Newburgh ME         |
| Sharon Mitchell              | Bay City MI         |
| Lee Moore                    | Titusville, FL      |
| George Morris                | Vero Beach FL       |
| Lloyd & Gay Morris           | New Smyrna Beach FL |
| Robert & Chong Murphy        | Fernandina Beach FL |
| Dan & Barbara Nettuno        | Titusville FL       |
| Jay & Gail Nichols           | Lake Worth FL       |
| Francis & Claudia Niner      | Monkton MD          |
| Robert Nishimura             | San Jose CA         |
| John Nordt                   | Coconut Grove FL    |
| Randy Patterson              | Palm Coast FL       |
| Mike & Karen Peters          | Oviedo FL           |
| Thomas Phillips              | Pocono Lake PA      |
| Gary & Carol Powers          | Titusville FL       |
| Dossie Purcell               | Casselbury FL       |
| Samuel & Yani Randolph       | Melbourne FL        |
| Morris & Sherry Ray          | Memphis TN          |
| William Rice                 | Ship Bottom NJ      |
| Ken & Linda Roberts          | Lutz FL             |
| Ray & Marion Russo           | Summerfield FL      |
| William Ryan                 | Daytona Beach FL    |
| Pat Sammon                   | Panama City FL      |
| Richard Schwartz             | Palm Bch Gardens FL |
| Shannon & Melissa Schwenn    | Deltona FL          |

|                          |                   |
|--------------------------|-------------------|
| Ken & Judy Seifert       | Acworth GA        |
| Carson & Cindy Shaffer   | Christmas FL      |
| Richard & Ann Sherman    | Marco Island FL   |
| Roland & Barbra Silen    | Titusville FL     |
| Tom Smith                | Sarasota FL       |
| Gaylord & Bernice Thoman | Port Orange FL    |
| James & Kathleen Twiley  | Titusville FL     |
| Don & David Tyree        | Valdosta GA       |
| Rick & Lisa Weimer       | Titusville FL     |
| Dana & Jennifer Weldon   | Boynton Beach FL  |
| Patrick Whitehouse       | Londonderry NH    |
| Dan & Bonnie Williams    | Ft Myers FL       |
| Cosmo Wilson             | Deltona FL        |
| Eddie & Mabel Yoder      | Silver Springs FL |

**PROCUREMENT BY BOB FRAZIER**

While the National Museum of Naval Aviation continues to advise we are in line to receive a T-2 Buckeye, the procurement picture has changed. The USN and their maintenance people will not permit flying the airplane to us. We are now formulating an overall minimum cost plan for volunteer members to go to Pensacola to disassemble and transport the aircraft to the VAC.

F-105: We have been able to use Brevard County volunteers to remove sealants, clean disassembled parts, and start accessory parts assembly.

TBM: Some \$1270 has been contributed by Bob Murphy to cover the cost of parts procured by the VAC. This completes the TBM Proposal Statement of Work items and closes the Proposal.

BMW 320?JU-52: Efforts to obtain this German engine from the *Yorktown* (carrier) Association have stalled. Additional data on the VAC's connection with Martin Caidin will be provided.

I-95 Signing Approval of new attraction signs for the VAC on I-95 exits 79 N and S is progressing. The Right-of-Way Division has approved the plan and forwarded it to DOT management.

C-47 Tico Belle Repair Fund: As of December 31, 2002, donations increased to a total of \$39,879 with a remaining balance of \$1,995. However, Santa Claus was very good to Tico Belle and instead of a load of coal he left the old girl some very, very significant packages of green paper. These funds had not been deposited by December 31 .

# RESTORATION OF UH-1H/V HELICOPTER

## BY SAM RANDOLPH

Our Huey, Slick, Med Evac chopper (or, as the restoration crew affectionately calls it—*Yard Bird*) has gone through quite a lot since April of this past year. It began with an inspection to determine its:

1. Condition
2. Parts needed
3. Maintenance/Restoration plan for an "in hangar" display

The reconditioning, parts needed, and restoration are being addressed at a positive rate of climb. So far....the cockpit, pilot and co-pilot seats and doors, instrument panel and upper and lower consoles, antennas and cabin roof

have been cleaned, sealed, and painted. The corrosion that was present in some areas of the cabin has been treated, the floor tie-down rings have been painted, and the cabin has been masked for repaint the third week of January.

All exterior/interior surfaces of the airframe have been cleaned, treated for corrosion, and primer has been applied to bare metal areas. The rotor head, stab bar, scissors and control tubes, mast, swashplate, support and sleeve assembly, collective levers, transmission and mount area, and tail rotor gear box have been cleaned, lubricated and painted. The tail

rotor/main rotor has been cleaned and treated with WD-40. The engine and engine deck have been cleaned. The fuselage red crosses have been painted as well.

As of mid-January, we are awaiting various parts, front and rear ground handling wheels and a complete center fuselage with instruments in place. These items were requested in May 2002 and will be given to us (hopefully soon!) by the Department of State at Patrick Air Force Base, Florida. The manhours on this project are being put in by one member and two volunteers. Their call signs are "Malo 72", "Streamer", and "105".



Photo by Steve Zatroch

**YARD BIRD**  
**Lookin' good,**  
**Guys!!!**



**Members and Vol-  
unteers**  
**hard at work at the**  
**January 11 Air-  
show/Membership**  
**Meeting**



Photo by George Damoff



## Happy President's Day!



Until 1971, both February 12 and February 22 were observed as federal public holidays to honor the birthdays of Abraham Lincoln (February 12) and George Washington (February 22). In 1971 President Richard Nixon proclaimed one single federal public holiday, the Presidents' Day, to be observed on the 3rd Monday of February, honoring all past presidents of the United States of America.



**GEORGE WASHINGTON** (February 22, 1732 - December 14, 1799). Early in his life George Washington became an experienced surveyor. Following these years, he fought in the French and Indian War. After the war he returned to Mount Vernon in 1758, married Martha Dandridge in 1759, and became a planter. That same year he became involved in politics when he was elected representative to the Virginia House of Burgesses. He was a representative until 1774 when he became a delegate to the Continental Congress. In May of 1775 George Washington was appointed Commander of the American army during the Revolution. He was the first President, (1789 1797) governing the 13 states.

**ABRAHAM LINCOLN** (February 12, 1809 - April 15, 1865). Abe Lincoln was born into a poor family and had little formal schooling. He basically taught himself to read and write and walked long distances



to borrow books. He failed in early business and political ventures, yet became President in 1861 and guided the Union through the Civil War. He shaped his own character and education as was evident in the simple language he used in his speeches. His famous Gettysburg Address was delivered in 1863. Lincoln was assassinated on April 15, 1865 during a performance at Ford's Theatre in Washington just a few days after General Robert E. Lee and his army surrendered.

# 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](mailto:vacinformation@aol.com)

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

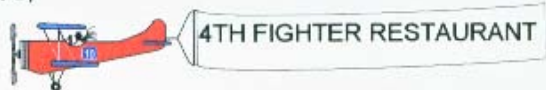
LUNCHEON, SCHEDULED PRESS INTERVIEWS. PILOTS,

MEMBERS AND GUESTS

DATE: THURSDAY, MARCH 6, 2003

TIME: NOON

LUNCHEON TICKETS \$14.00



## 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 \_\_\_\_\_



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JANUARY 2003

**SCRAMBLE**

OFFICIAL PUBLICATION OF THE VALIANT AIR COMMAND, Inc

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**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

**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<br>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<br>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<br>A/C               |      |      | <input type="checkbox"/> SPONSORSHIPS      |      |      |
| <input type="checkbox"/> SIGN PAINTING<br>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 WARBIRO AIRSHOW, INC.**

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

**WARBIRO 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**

# AVIATING WITH EVANS BY BUD EVANS

Aviating With Evans: (Part 2. 1st combat mission)

After flying to Seoul and circling the city until we realized that the flashes on the ground were small arms fire being direct toward us, we headed South to Suwon where the transport aircraft were picking up evacuees. While we orbited the airfield scanning the hazy overcast sky for any sign of the Russian-built fighters to return to strafe the transport planes, the C-47 radioed us that he was departing for Japan. The C-54 kept telling us they would be ready to leave in 15 minutes-15 minutes-10 minutes, etc. We were all aware that our fuel was being sucked up at a horrendous

rate as we had to keep fairly high power settings at the low altitude because of the expected return of the North Korean fighters. There was also that reminder in the back of my mind that the weather was forecast to deteriorate back at Itazuki. We had all passed the minimum fuel, which we briefed before the mission, and yet we didn't want to leave those people in the C-54. There had been no enemy aircraft and we believed they had long gone for their base in the North. "Peachy" finally called the C-54 pilot and told him we had to leave him. I was certain we were about 15 minutes past-due as my fuel was well below the amount

with which we would have departed carrying the "lower drag" small tip tanks. Lt. Carraher and I joined up on each wing and we climbed back into the thick clouds and headed back to Japan, 340 long miles to the south. I was settled down in my position on the left wing of the leader when the radio screamed with the heart wrenching voice of the C-54 pilot yelling for us to come back. The YAK-9's had waited until we departed and returned to strafe them. I can't describe how it felt. We were passing through 15,000 ft. and well on our way towards Japan. Our fuel gauges were so low that none of us thought we would be able to

reach Itazuki, particularly when we would have to fly over the radio beacon at above 20,000 ft. and then make an instrument let down. I guess each of us had accepted the fact that we might have to eject somewhere in the clouds and hope we landed on land but not become impaled on a pole or such. As we approached the Itazuki area, radar located us and advised that we had 16 aircraft in the holding pattern awaiting GCA approaches. We were just above the overcast

at 21,000 ft and my fuel gauge was reading 40 gallons remaining (about 10 minutes-maybe). "Peachy" advised them that we were about out of fuel and had to get down NOW!! The reply was sickening to the three of us. They advised that the ceiling at the base was 150 ft and ¼ mile in rain and that the sixteen other aircraft were in the clouds and we could not descend through them. At about the time we were thinking of the appropriate words to reply to the controller, a hole

appeared in the clouds which was large enough to spiral down through. We dropped our speed brakes and I put the nose of my F-80 close below "Peachy's" tail-pipe and Tom did the same to me. We had our throttles back to idle and while the controller asked us about our intentions, we spiraled all the way down to 500ft and leveled just below the cloud deck over the water. We dodged several large rocks that stretched up into the clouds and as we approached Itazuki the

clouds lowered and the rain increased. Radar finally decided we were safely below the clouds and cleared us to the tower frequency. Tom and I both checked in but no "Peachy". I took control of the communications with the tower and as we arrived at the field I could see that we were at hangar-top height. I kept waiting for "Peachy" to make a level circling turn below the clouds to land but he flew all the way to the

far end of the runway. I was yelling into my oxygen mask for him to "Break". Of course I was the only one who could hear me and I soon got another shock when he made a sharp climbing turn over me and disappeared into the clouds. I waited for 2 seconds and performed the same maneuver immediately going into the clouds and on instruments. I flew "By guess and by God" climbing to 800 ft and turning 180

degrees. I kept calling out my altitude, airspeed and heading so that Tom would know what I was doing. I had to make a total guess as to how far I had traveled and then drop my nose and make a descending turn putting down part flaps. As I turned past 90 degrees I dropped the landing gear. All of the time I was expecting to flameout, hit another aircraft, run into a building or fly into the ground. My eyes were

oscillating every mili-second between the instrument panel and the outside hoping to get a glance of the ground before I flew into it. When I picked up the rice paddies and just beyond, the lights at the end of the runway, I was about 30 degrees off of the runway heading with just enough room to make it to the end of the runway. When I rolled out of my turn, I was just over the end of the asphalt and "chirped" the wheels onto that wonderful piece of terra firma! I couldn't believe I had actually been able to make a completely blind traffic pattern and land

flown the first flights ever flown with those large tip tanks.

They were

the single most important item that made the F-80 a great ground support aircraft and capable of flying deep into North Korea to strike the enemy where it hurt. It was a solid gun platform, great dive, glide and skip

with a 150-foot ceiling and that my engine was still running. I was silently congratulating myself when coming down the runway towards me in the opposite direction was another F-80. We barely missed each other and as the other plane went by I saw it was "Peachy". He had never switched to tower frequency so they didn't see him until we passed each other. Tom called saying he had missed the field and I was certain that he didn't have enough fuel to make an-

other pattern I was so very happy to be safely on the ground but found myself emotionally up there with Tom . I just knew he couldn't have enough fuel to make another pattern. You can imagine the relief I felt as I was taxiing into my parking area when I saw that last red nose F-80 rolling down the runway. Our number 2 man had flown back to Itazuki well ahead of us and had fuel enough to make a GCA approach and safely land. We had all survived the first jet combat

mission that the 49<sup>th</sup> Fighter Group flew in the Korean war and had also



was coming to Itazuki in a day or so and they could find only one DFC on

bombing machine as well as an excellent rocket-launching platform. We were told that we were to receive DFC's for our feat but I just felt lucky that we had survived. It happened that General Vandenberg, Chief of the USAF,

the base so they presented it to "Peachy". I was a little disappointed but I actually was too busy flying to let it cause me to lose any sleep over it. We all expected the war would end in a day or two. Boy, were we naive!

After all of the years of flying that I have done since that 28<sup>th</sup> day of June, 1950, I am convinced that if I tried to repeat the blind traffic pattern that I had successfully flown I would probably not be able to do it successfully once out of 100 times.

I stated at the first of this story that it was the beginning of my interest in experimental test flying. Every mission during the

first month or so of the war required that each of us who planned and led flights into combat had to experiment with various techniques to find which ones were the most effective use of the jet fighter in the ground attack role. I was given the first flight using proximity fused rockets (the concerns were whether the high speed of the jet fighter was too much for the safety wires in the rocket warhead to

keep the timer fuse from arming. If it armed it would only be a matter of seconds before it exploded while still attached to the wing of my F-80). I was also selected to be the first pilot to land and take-off (with full ammo, rockets and 500 lb bombs) on steel matting runways. This was at K-2 Air Base and was the pathfinder mission for moving the 49<sup>th</sup> Fighter Group into Korea. We were the first jets to operate from a Korean air base.

# The Grumman Gremlins Enjoy a Christmas Gathering

photos by Bob Kison



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# Inside the Hangar and Restoration Area— This is YOUR VAC!!!

Photos by Steve Zatroch



# YESTERDAY'S BATTLES WWII FIRST CONTACT

BY JEFF JAMES

**February 1943**—Although American troops had been in heavy combat with the Japanese army in the South Pacific throughout much of 1942, they had yet to fight a pitched battle with the German army in World War Two. But with Russia under heavy German pressure,

Operation "Torch", it consisted of three invasion groups—one in Morocco and the other two in Algeria.

The westernmost group, which landed in Morocco, was under the command of General George S. Patton, a

it was only a matter of time before American forces saw ground combat in the European theater of operations. After initially considering an

invasion of German occupied France in 1942, a more conservative assault on French North Africa was decided upon. The goal was to trap

Erwin Rommel's army and clear North Africa of all Axis forces. This would allow a later assault against the Italian mainland. Code-named

All three landings were successful, although the Vichy French forces put up some stiff resistance. By November 11<sup>th</sup>, 1942, an armistice had been negotiated between the Allies and the Vichy French and a cease-fire



flamboyant soldier who had fought and been wounded in World War One.

November 11<sup>th</sup>, 1942, an armistice had been negotiated between the Allies and the Vichy French and a cease-fire

was put into place. Now the Allies could concentrate on the eastward advance into Tunisia. Unfortunately, Tunis, the capital of Tunisia, was 380 miles east of Algiers, which was the easternmost of the three main invasion sites. In addition, the German response was swift. After the fall of France in 1940, a pup-

pet government was set up in the south with its capital at Vichy. Although unoccupied by German forces, it had relatively little decision-making power. Angered by the limited Vichy French resistance, Hitler had his forces take over the remainder of unoccupied France, in violation of the

1940 peace treaty. Troops were also dispatched by sea and air to Tunis, at the rate of about 1,000 per day. On November 15<sup>th</sup>, Allied paratroopers landed at Souk el Arba, only 90 miles from Tunis. Allied troops came into contact

Continued next page



YESTERDAY'S BATTLES, CONTINUED FROM PREVIOUS PAGE

with the Germans by November 20<sup>th</sup> but could not break through, although by November 30<sup>th</sup>, they were a scant 12 miles from their goal. Unfortunately, they could go no farther. Supply lines were stretched to the limit, air cover was spotty and there was a new presence on the battlefield: Rommel.

After retreating across Libya in the aftermath of his defeat at El Alamein, Rommel moved into southern Tunisia. With British General Bernard

Fredendall. American troops were caught by surprise and forced to retreat. American Sherman tanks proved to be inferior to the German Panzer IV tanks and especially so to the massive German Tiger tanks. The 10<sup>th</sup> Panzer division got through the Kasserine Pass and

Montgomery plodding slowly behind, he decided to strike westward against the inexperienced American troops.

Rommel left his Italian forces and two German infantry divisions to delay Montgomery along the Tunisian/Libyan

border. He was able to use the fortifications of the Mareth Line, which had ironically been built by the French before the war to guard against an Italian attack from Libya. Now it was being manned by Italian troops and used against the allies! Rommel gathered three tank divisions, including the excellent 10<sup>th</sup> and 21<sup>st</sup> Panzer divisions and attacked westward on February 14<sup>th</sup>, 1943.

The assault fell upon the American 2<sup>nd</sup> Corp, commanded by General Lloyd

headed west toward the major allied supply base of Tebessa, Algeria. This could have been a major disaster, but Rommel was overruled and instead ordered to advance north in the direction of Thala, Tunisia. Here his forces were turned back by



Patton

the efforts of the British 6<sup>th</sup> armored division and the American 9<sup>th</sup> division. The German forces retreated but they had inflicted heavy losses. In the United States army's first contact with the Germans in a major land battle in World War Two, 7,000 men had been lost (4,000 of these were prisoners) and

235 tanks had been destroyed. On March 6<sup>th</sup>, General Fredendall was relieved of command of the American 2<sup>nd</sup> Corps. His replacement was none other than the soon to be legendary George S. Patton.

Don't forget  
the  
Airshow/Membership  
Meeting  
February 15  
In the  
VAC Library

## Executive Officer BY HAL LARKIN

Due to the holidays with many of our volunteers leaving the area for Christmas, work on restoration of the F9F-5 and the ME-208 has not been progressing at its normal pace. Rework of the T-2B bomb racks is moving right along. We are now fitting the contour of the bomb rack fairings to the contour of the F9F-5 wings. All the adapter plates have been fabricated and fitted to the wings. Installation of the 20mm gun barrels is underway. As we do not have the breach for the guns, we have to design and install new hard points for mounting the gun barrels.

The sliding nose section has been primed and is ready for final paint. A nice, dry day will allow us to get

some of the painting done.

The nose wheel strut will not hold air pressure, so we will remove the lower half of the strut and replace the "O" ring seals. All we have to do is find the right seals!

The left and right molds for the windshield side panels are in fabrication, and when complete we'll have to find a plexiglass shop that can form the two panels. The tail section is waiting for a nice, dry day so we can prime and paint it.

The wings of the ME-208 are in prep for paint. Rework of the cockpit is moving right along.

Last week we acquired some machinery and equipment for our ma-

chine shop. We acquired a Do-All bandsaw with welder, floor model drill press, and some lathe and milling accessories that will enhance our ability to fabricate parts. Last week we did fabricate some missing Avenger parts in the machine shop.

We now have a shop floor model drill press for sale.

Shop Area pictured below

photo by Steve Zatroch



## Maintenance BY BOB JAMES

C-47: Our thanks to the Schuman Foundation of Vero Beach FL, for including the C-47 restoration project in a recent donation to the VAC. We received \$5000 for the C-47; the Grumman Gremlins received a similar amount. These funds are sorely needed to continue the sheet metal work on the nose of the *Tico Belle*.

On January 18 the nose of our donor C-47 was removed and lowered to the floor of the hangar. It will require a modest amount of clean up to remove 57 years of debris that has collected on the inner skin under the floorboards! Under the direction of Al McQueen, the nose was lowered on a cradle made that morning by numerous members of our volunteer crew. It will take a couple of weeks to make some repairs on the "donor" nose and prepare the other areas of the *Belle's* nose before the two pieces can be mated. This procedure should save

a considerable amount of work as the lower nose section is a sub-assembly with many parts that are not being transferred as a single unit instead of building up the damaged area frame by frame. Once again, my thanks to all of you who have donated your time, talent and/or funds to the project.

TBM: Work is continuing on the bomb bay, primarily acquiring or making parts. My thanks to the Grumman crew for manufacturing some of the parts that are unavailable via the normal warbird network. We have a new volunteer to work on the TBM—Robert Addington. He is an A&P so will be a great addition to the team!

UTVA: Jim Towe is continuing work on the avionics installation with help from Mike McDonough. The cable routing is in work along with the mounting of the "black boxes." The transponder antenna

and a strobe light have been acquired and will be mounted in the coming month. Our thanks to Dick Miller for his donation of a pair of head sets for the UTVA.

I have been working with Don Hussey on grant requests for both the C-47 and the TBM. He has taken the lead in this effort and put in a lot of time and done some excellent work. We will not know anything for some time as the TBM grant will not be announced until July 2003 and the C-47 late in the fall (October 2003). The requests are for \$12,5000 of matching funds for the TBM and \$25,000 for the C-47. Fortunately some of our matching can be done with credit for our volunteer labor (one half of the grant request). We will still need to raise some funds through donations, airshows, etc.

Fly and drive safely.....

# UPCOMING AIRSHOWS OF INTEREST

**February 15-16, 2003:** Warbird Air Museum, 231 N. Hoagland Blvd. Kissimmee, FL 34741 407-933-1942. General Paul Tibbets will be the honored guest at the Museum for a book signing and special presentation after the Elderhostel Program. [programs@warbirdmuseum.com](mailto:programs@warbirdmuseum.com).

**February 22-23, 2003:** Ft Myers EAA Open House. Page Field. Warbirds wanted. Possibility of room/car/dinner/fuel. Contact Dennis Labbe, (800) 237-4472 (work), (941) 481-0898 (evenings). [DLabbe@32f.rjf.com](mailto:DLabbe@32f.rjf.com) or Richard Bonnett (239) 997-0943, [R\\_Bonnett@msn.com](mailto:R_Bonnett@msn.com). (This is a date change!)

**February 27-March 2, 2003:** National Warbird Operators Conference. Mesa, AZ.

(480) 946-7975. [www.nwoc.homestead.com](http://www.nwoc.homestead.com).

**March 7-9, 2003:** Valiant Air Command's TICO Warbird Airshow 2003. Space Coast Regional Airport, Titusville, FL. Contact Mike McCann (321) 259-0587 [mikewizmcc@aol.com](mailto:mikewizmcc@aol.com).

**March 16, 2003:** Fantasy of Flight! This is unfortunately a private airstrip, but on March 16, 2003 it's NOT! The 2nd Annual FloridaPilot.com Fly-In at Fantasy of Flight is scheduled for March 16, 2003, celebrating 100 years of Powered Flight! (Rain date March 23, 2003).

**March 22-23, 2003:** Florida International Air Show, Charlotte County Airport, Punta Gorda, FL. Contact Mr. Thomas W. Garrard, 520 East Olympia Ave., Punta Gorda, FL 33950. (941) 639-7020. [GAR4@sunline.net](mailto:GAR4@sunline.net). (This is a date change!)

**March 22- 23, 2003:** Tyndall AFB, FL (USAF Thunderbirds).

**March 29, 2003:** Open House & AirShow at Albert Whitted Airport, St. Petersburg (SPG) We Need Your Help to keep this airport open! Mail your donation check to: Aviation Day, Albert Whitted Airport c/o Jack W. Tunstill, 9132 124th Way N. Seminole, FL 33772. Cell: (727) 415-3357. [warjacaviation@aol.com](mailto:warjacaviation@aol.com)

**April 12-13, 2003:** Williston Airport (X60). Second Annual Wings Over Williston. (352) 528-0048 Fax: 352-528-4342 [www.wingsoverwilliston.com](http://www.wingsoverwilliston.com).

**June 25 - July 4, 2003:** World Aerobatic Championships Competition to be held at Lakeland, Florida - The International Aerobatics Commission (CIVA) announced that the United States has been selected as host country for the XXII World Aerobatic Championships in 2003. The championships will be held June 25 through July 4, 2003, at the Sun 'n Fun Fly-In campus at the Lakeland Linder Regional Airport in Lakeland, Florida. Between 800-1000 pilots, officials and judges from 15-20 countries are expected to participate, along with the top aerobatic pilots from around the world. [www.sun-n-fun.org](http://www.sun-n-fun.org).

## EDITOR'S CORNER



Not wanting to impose on others during the holiday season, we took on the job of collating, folding, sealing, and labeling the newsletter for mailing. This 3-day job (with just the two of us) was finished and the newsletters taken to the Post Office on December 26 but were refused. They were finally accepted on December 30. We were frustrated and disappointed when some issues were not delivered for over 2 weeks. A call to the Post Office advised that they were swamped with Christmas mail and that bulk mail is the lowest priority—so after the Post Office got the mailing, it was out of our hands and there was nothing we could do to expedite it. We are sorry about what happened.

Our original commitment for putting together the newsletter was for 3 months; we started with the September 2002 issue. We will commit to doing the newsletter through the July/August 2003 issue (which we intend to combine due to lack of activity at that time of the year). So, we should start planning now for whomever is willing to take on the job for a while. We hope to have most of the kinks ironed out by then, and can be the "right arm" of whoever takes it on. Because the submissions are received almost entirely via email or fax, the publication could be done from any location—it would not have to be local. Please contact us if you are willing to take a stab at the newsletter.

### 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 :

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