



Official Bulletin of the VALIANT AIR COMMAND, INC.

(a 501(c)(3) Non-profit Organization

Space Coast Regional Airport, Titusville, FL 32780-8009

UN-SCRAMBLE

Volume 25, Issue 7

July 2003

UPCOMING ELECTION INFORMATION

The following is a list of the offices and terms of service that will be up for voting in our coming elections. If you are interested in running for one of these positions, you must comply with the VAC's nomination procedure.

Any active member of the Valiant Air Command who is interested in running for a Board of Directors position, or an incumbent who is seeking re-election to the same or another Board position, must file a letter of intent with the Board of Directors (or election committee if such is formed).

The letter must contain the following:

- 1) The position for which the member is intending to run.
- 2) The signature of the candidate who is seeking to run.
- 3) The signatures of at least two (2) other active members of the Valiant Air Command, Inc., who endorse the placement of the candidate's name on the ballot.

The (ORIGINAL) Letter of Intent must be received by the Valiant Air Command, Inc., before the close of business on August 15th each year.

A list of offices up for the election will be published in the VAC newsletter for July.

Please be sure to FILE your nomination papers by August 15th! (no fax). The office of Commander (when this office is up for election) requires previous Board of Directors service. Please feel free to call any of the present Board Members concerning the duties of any of the offices. We encourage you to take part in your elections, and lend your skills and talents to our growing organization.

**ELECTION DATE:
October 11, 2003**

**PLEASE NOTE:
To be eligible for office and to receive a ballot in the mail, your dues MUST BE CURRENT by Sept 11, 2003.**

OFFICES AVAILABLE FOR 2003 ELECTIONS (Current election listings with incumbents)

FULL THREE (3) YEAR TERMS 2003-2006

FINANCE OFFICER PIETER LENIE (Incumbent)
PERSONNEL OFFICER ALICE IACUZZO (Incumbent)
PROCUREMENT OFFICER BOB FRAZIER (Incumbent)

RAY ADAMS will chair the Election Committee.

PROSPECTIVE CANDIDATES PLEASE BE ADVISED:

All autobiographical histories, together with your ORIGINAL Nomination Papers (No copies please!) must be received at VAC Headquarters (6600 Tico Rd., Titusville FL 32780) by 5:00 pm August 15th . (Suggested bios up to 250 words).

ELECTION DATE: October 11, 2003

ELIGIBILITY: To receive a ballot in the mail, your dues **MUST BE CURRENT** by Sept 11, 2003.



Valiant Air Command

6600 Tico Road, Titusville, FL 32780-8009

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

EXECUTIVE STAFF

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EXECUTIVE OFFICER	Harold Larkin (321)453-4072
OPERATIONS OFFICER	Mike McCann Email: mikewizmcc@aol.com (321)751-4494
MAINTENANCE OFFICER	Bob James (321)453-6995
FINANCE OFFICER	Pieter Lenie (321)727-3944
PERSONNEL OFFICER	Alice Iacuzzo (321)799-4040
TRANSP/FACILITY OFFICER	Bob Stewart (321)269-6282
PROCUREMENT OFFICER	Bob Frazier Email: aircraftrhf@aol.com Tel & Fax (561)848-4549
PUBLIC RELATIONS OFFICER	Bud Evans (321)984-3343
"UN-Scramble" Editor	Dawn Gorrel Email: flgator921@aol.com (321)267-2012

CALENDAR OF EVENTS

BOARD OF DIRECTORS MEETINGS

JULY 8, 2003

12:00 NOON

VAC MUSEUM BOARD ROOM

AUG. 12, 2003

12:00 NOON

VAC MUSEUM BOARD ROOM

MEMBERSHIP MEETING

TBD

VAC Tours

The Valiant Air Command offers special tour rates for a group of ten or more people. We are happy to send out information. Please let us hear from you. The tours are exceedingly helpful in keeping attendance up during these times.

C-47 TICO BELLE REPAIR FUND

As of 31 May 2003 donations totaled \$50,119 with a remaining balance of \$918. Donations have slowed down and may do so though the summer. However a significant donation, in June, has just been received.

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?????

You can pay your dues by credit card by calling in or by Fax or Email. Your information is kept confidential.

Operations - Mike McCann

While there is nothing new in the Operations Department for this month I have been staying busy assisting on the rebuild of the *Tico Belle*. Now that our snowbirds have left there is the same amount of work to spread among fewer people. I have also agreed to help out with the publishing of the Unscramble, specifically in the production and maintenance of the mailing lists. Bob Kison has brought this task into the computer age with the application of a software program that checks the validity of our addresses on file and then barcodes and even sorts the address by mail carrier route number. Take a look at the address label on the back of this issue. It's a lot more involved than you would think. I will be working with Bob closely over the next few months as I learn how to use this program. Nita Kison has also been a tremendous help to the VAC by performing the arduous task of compiling and editing the newsletter every month. I will assist Dawn Gorrell in this endeavour as she takes over the reigns from Nita. Our hats off to the Kison's for their sacrifice this year and we wish them well in the months ahead.

I attended Sun-N-Fun for two days this year, including the EAA Warbirds Banquet Saturday night, hosted by Kermit Weeks and his magnificent "Fantasy of Flight" Facility. It was a perfect evening, cool and still as the sun was descending.

Kermit decided he would treat the gathering crowd outside to a flying display, and promptly had his Fokker D-VII rolled out and away he went for a 10-minute display of carefree passes for the crowd. This was the first time I had ever seen or heard one of these ancient machines fly, and the sound of the 160 hp Gnome rotary (substituted for an original 110 hp Oberursel) engine is



unlike anything else you will ever hear. And as a rotary engine, it is either full on or full off, being controlled by a 'blip' switch that interrupts power to the magnetos. It was funny to hear him dive the machine in front of the crowd, blip it off, and whop it up. This is a guy who knows how to have fun.

The banquet itself was held inside one of the hangars under soft lighting with a backdrop of his two P-51 Mustangs on either side. A terrific slide show was the entertainment of the evening, presented on a multi-screen video set-up. I had the pleasure of dining with fellow VAC members George and Ginny Baker, Ed Giannone, and Bob Nishimura. Bob is an interesting fellow, a retired microbiologist who lives in San Jose, CA. Although not a pilot, he is fascinated with warbirds and travels all over the country at his expense to be where they are. You will frequently see him at TICO. You will also see his name frequently on our donor lists, as he has been a very generous supporter of our various fund-raising efforts.

If the wings are traveling faster than the fuselage, it's probably a helicopter - and unsafe.

Procurement - Bob Frazier

Summer is coming and the snowbirds are leaving. While we lose a number of our working volunteers to the North for the summer we hope to gain visitors to the Museum.

T2C reassembly is slow, but since the last report we have reinstalled the flaps, horizontal stabilizer, elevators and access panels. All with the support of Leo Kordick, Norm Lindsay and Bob James. It's beginning to look like an airplane again. Following up are the names of the others that helped with the initial assembly: Josh, Harry McNamara, and Don Riggle.

I-95 VAC logo signs at Exit 79 or 515 should be up by the end of the month, according to the Florida DOT. It is the installation of a large blue ATTRACTION sign on which our 3 x 4 foot logo sign is installed that is taking the time.

F-105 reassembly continues with the fabrication and installation of additional access doors.

We have submitted new Grant applications, prepared by Don Hussey, to the Buehler Foundation and The Boeing Co. The earlier application (for the C-47) to the USG's Office of Museum Services will not be decided until October (its next budget period).

Welcome Colonels

New

Vernon Cassell	Orlando, FL
Mike and Kathleen Herring	Sharpes, FL
Robert and Pat Stewart	Cocoa, FL
Perry Wolf	Indialantic, FL
Jennifer Lemanski	Orlando, FL

Renewals

Mike & Carmen Brooks	Orlando, FL
Chuck Chokanis	Deltona, FL
Mike & Marie Conley	Riverdale, Ga
John & Donna Cureton	Treasure Is, FL
Billy Foster	Fernandina, FL
Pete Fredsall S	Daytona, FL
J.B. & Patrick Land	Fernandina, FL
Ron Madonia	Titusville, FL
Thomas & Catherine McLeod	Titusville, FL
Art & Carol Niergarth	Melbourne, FL
Forrest Ryan	Winston Salem, NC
Frank & Ann Talbott	Cocoa, FL
Raymond Thomas	Decatur, IL
Kim Kiminski	Decatur, IL
Earl & Kathleen Walsh	Ft Myers, FL
Gregory & Penny Hale	Titusville FL
James & Jean Percy	Titusville FL

Personnel - Alice Iacuzzo

Once again I would like to remind the members that if you are a snow bird or if you are going on an extended vacation or planning to move, please notify the office. You can call, write or Email vacinformation@aol.com. We get a lot of returned Unscrambles and the VAC is charged twice, once for the mailing and once again when we are notified. Please help!!!

Dues - Did you know you can pay your dues by credit card by calling in or by Fax or EMail. Your information is kept confidential.

Work continues on in the library and I would like to thank Larry Sietsma for donating some nice books that we can put on the shelves. It has taken quite a bit of time to go through the boxes we have acquired over the years and I must admit that sometimes I find myself reading instead of sorting. Some of the ladies that have helped me are, Joan Dorrell, Mary Friis and Ann Sanchez. Sal Lahdo and Guido Franchini continue to move the items out that do not pertain to the library. The wall between the Library/ Meeting Room and the "Cage" has been nicely finished off with a new door.

We are still planning on a trip on the Sterling Cruise Line in Sept to replace our regular meeting. We will publish the date in next issue. The Cruise line is located in Cape Canaveral, off of A1A. The ship goes out from 11:00 AM to 4:00 PM (arrival at 10:00 AM). There is free parking next to the dock. If you do not care to gamble there is entertainment, light food, drink etc. You can enjoy a beautiful day at sea. You must be 21. I've made this trip several times with different organizations and it can be lots of fun. Let us know if you would like to join us. Registration is required.

Special thanks goes to Bob & Ann James, Ginger Felty, Crystal and all those that helped to set up for the Black Tie, Merrill Lynch dinner this past month.

Public Relations - Bud Evans

It is hard to describe how much I have appreciated the sterling efforts Nita and Bob Kison did in picking up the editing and publishing job of the Un-scramble. Jim Hawkins handled the job for so many years and it was a hard act to follow but they performed the task superbly! Unfortunately the Kison's have faced a problem that has forced them to discontinue the wonderful job they have done for the V.A.C., and I can do nothing but applaud them for their terrific performance and the quality of the newsletter under their leadership. This also includes the super job Bob did as our Transportation and Facilities Director.

At this writing it appears that we have another volunteer willing to take on the time consuming and difficult job of getting the monthly paper (The Un-Scramble) out for us. Dawn Gorrell has helped us during recent Air Shows and with the help of our Operations Officer has been persuaded to give it a shot! I'm sure she will do a great job but it is understandable that this first issue will be a little late arriving for the month of June. I know you will all be patient and if any of you members would like to help in the preparation of the papers for mailing, we will welcome you with open arms.

Finance - Pieter Lenie

The time has passed quickly and it is hard to believe that it has been two years since our former Finance Officer Don Hance left due to illness and I, as Commander at that time filled in his place. Although as a Ships Captain, I've handled millions of dollar of payroll, ships overhauls, purchasing agent etc., it was not quite the same. It was a matter of learning a whole new method of accounting (for a non profit organization) and using a computer to do it all. We were able to change our Accounting procedures with the help of a new local firm. They walked us through each step. For the first time in years, our taxes were filed on time. Our monthly taxes are taken care of etc. Our cost of accounting has been cut in half.

Kudos to Pat Stewart who was by my side during the learning process and Laura Kindred the Accountant that has been a great teacher and volunteers part of her time. We continue to progress in a more efficient manner.

Commander - Lloyd Morris

Since my last report, everything seems to be running smoothly at the museum. We have glitches now and then but they are taken care of quickly by our volunteers.

I would like to thank Bob & Nita Kison for a job "well done" on the Unscramble for the past year. Bob said they would take it on for a year and the year is up. Bob Kison has given up his position on the Board as Transportation/Facilities Officer. We were all sorry to see him leave, but health conditions warranted it. The Board has appointed Bob Stewart to fill his position. Bob Stewart has been around the museum for the past several years. He has helped with quite a few of the projects. You can meet Bob in the early morning hours when he opens the doors of the museum.

I am still working with the Airport Authority on the lease. Although we have quite a few years left on the present lease, I want to settle the remaining extensions that we have by improvements and the buildings we have added. It takes time for all the work that goes into it, and I'd like to thank Jerry Trachtman for his assistance in representing us and ironing out the details. Jerry represented the VAC when the lease was entered into in 1987, so he knows the history. It took us several years to get a viable lease.

Thanks to all the members that give graciously of their time and money to keep the projects going.

TBM- Donations

George Clyde Melbourne FL	\$60
Art & Carol Niegarth Melbourne FL	\$100
Ron Thorstad Titusville FL	\$25
Paul Woodard Sebastian FL	\$100

C47 Donations

Jim & Robert Libengood Tampa FL	\$50
Martha Krejci Mukwonago WI	\$200
James Bond Richmond Hill NY	\$200
Josh Eiting Versailles OH	\$2,500

UPCOMING AIRSHOWS OF INTEREST TO THE MEMBERS:

July 2-6, 2003: Vietnam Helicopter Pilots Association. Orlando, FL. Contact Don Royce (407) 870-5367.

July 11-12, 2003: Pensacola Beach Air Show. Pensacola Beach, FL. Mary Bolman. (850) 932-2257. www.visitpensacolabeach.com.

July 17-20, 2003: Dayton, OH. Dayton Air Show. Dayton International Airport. (937) 898-5901. www.daytonairshow.com.

July 29-August 4, 2003: Oshkosh, WI. 51st Airventure 2003. Celebrating 100 years of flight this year. FMI: (920) 426-4800. www.airventure.org.

September 6-7, 2003: Robins AFB Air Show. Robins AFB, GA. Cecil Christopher (478) 926-2987.

September 6-7, 2003: Great Georgia Air Show. Peachtree City, GA. Greg Hall (770) 463-0358. www.wingsoverdixie.org.

September 27-28, 2003: Midland, TX. Fina-CAF AIRSHO 2003. Midland International Airport. (915) 563-1000. www.airsho.org.

October 3-5, 2003: EAA Southeast Regional Fly-In. Evergreen, AL (GZH). www.serfi.org.

October 4, 2003: Moody AFB Air Show. Moody AFB, Valdosta, GA. Richard Cutshall (813) 828-2902.

October 11, 2003: Maxwell AFB Open House. Montgomery, AL. Lt Col Keith Bartsch (334) 493-7000.

October 18-19, 2003: Wings Over Houston. Ellington Field, Houston, TX. Jack Amuny (713) 644-1018. www.wingsoverhouston.com

October 25-26, 2003: NAS Mayport Airshow. NAS Mayport, FL. Thomas Cosgrove (904) 270-7126.

October 31-November 2, 2003: N'awlins Air Show. New Orleans, LA. Pam Menesses (504) 678-3710. www.mwrneworleans.com.

November 8-9, 2003: Wings and Waves. Embry-Riddle Celebrates Centennial of Flight. Daytona Beach, FL. Darryl Niemeyer (386) 226-6823. www.erau.edu.

November 8-9, 2003: Stuart Air Show. Stuart, FL. Walt McGlynn (772) 223-6722. stuartairshow.com/.

CANCELLATIONS

ICAS has received notification of the following air show cancellations:

7/23, Terrace-Kitimat Airshow Society, Terrace, BC
8/16-17, Syracuse Hancock International Air Show, Syracuse, NY
8/23-24, Thunder on the Rock, NAS Whidbey, WA
9/20-21, Central Valley LeMoore Air Show, NAS Lemoore, CA
9/27, Air Show, Charlotte, NC
10/11, Maxwell AFB Open House, Montgomery, AL
11/1-2, Lake Havasu Land & Sky Powerfest, Lake Havasu City, AZ

Maintenance - Bob James

C47: The sheet metal work on the aft fuselage continues to make steady progress. Clecos are being replaced by rivets as more new skins are attached. When the current group of new skins is installed the work will be complete to within a couple of feet of the tailwheel area. When Gordon was short of help I even got a chance to cut and drill a couple of new skins. It certainly gives me a much greater appreciation for all the work that has been accomplished to date.

On the center section of the wing the left main gear has been exchanged between the "Tico Belle" and the donor C47. The right main gear has also been removed. The next task will be to do a careful inspection of both main gear upper attach points to insure that there are no cracks in the fittings or surrounding area. We are glad to have Ivan Gomez back from an extended visit to his family.

UTVA: Jim Towe is putting back parts in the cabin area and closing out the electrical work on the avionics. It will soon be time to power up and check out the new systems.

Our congratulations (?) to the following VAC members who gathered awards at Sun-N-Fun 2003:

**"Future Dirty Bird" & "Dirty Bird Rehab":
Dr. Mike Schloss - AD-4**



"Dirty Bird": Earl Walsh - T-28



Aviating with Bud Evans

It's hard to believe that we have only been able to freely leap into the air--and stay there-- for just the past 100 years. Most people seem to accept the fact that we can do anything that animals, fish and birds can do and have gone on to prove it. I believe that the most difficult achievement was that of emulating the birds in flight. It is impossible to name the number of people who tried (and died) before the Wright Brothers succeeded that December day at Kill Devil Hills, NC. The statistics since that day is staggering and yet we must sacrifice wherever there is a challenge to explore the unknown.



Kill Devil Hills, NC

Although I made a small contribution to the advancement of the technology as we graduated from the "Prop to the Jet Age", there were so many pilots who were advancing our knowledge of

the art of flying before I was born. Those true pioneers of aviation had so little to go on and without their spirit of adventure and sacrifices, we would never have arrived at the advanced technological state that we are in today. Those of you who have restored older aircraft see what massive improvements have been made in design and structure today. It also points out the stepping stones that had to be achieved to reach the next data point in pushing the speed and altitude limits to new levels. I am using this discourse to lead into my next adventure associated with the 50th Anniversary Ceremony of the Wright Brothers First Flight.

It was in 1953 and I had returned from Korea and was flying F-86's with the 27th Fighter-Interceptor Squadron based at Griffth AFB, Rome, NY. I was assigned the task of flying in the mass military show over Kill Devil Hill, NC. I flew to the Marine Air Base at Cherry Point NC, with my wingman, Lt. P.C. Davis (a WW-II aerial gunner in the Marine Corps flying TBM's in the Pacific). P.C. had been selected to attend Annapolis Naval Academy and had been given a chance to leave after his first year and attend USAF flying school. He graduated a year later as a Regular USAF 2nd Lt. Every time he flew with me and our flight path took us anywhere near Annapolis, he would ask me to make a low fly-over so he could see his classmates still marching to class. After such a "visit" we proceeded to Cherry Point. All of the Air Force, Navy, Marine and Army aircraft types in our military inventory were briefed on the big 50th Anniversary Fly-By over Kitty Hawk, NC.

The F-86 was the fastest Fighter of all our military aircraft and I was given a special assignment in the show. After making my fly-by over the Monument at Kill Devil Hill in sequence with the other aircraft, I flew to a "perch" position and waited until the last of the long stream of airborne military hardware had past the reviewing stand. I then shoved the throttle to the "firewall" and

Aviating with Bud Evans -con't

made a diving descent to make my pass at the height of the Memorial, just below the speed of sound. I was piped into the loud speaker system at the viewing area and counted down the (11 or 13 seconds, I can't remember which) time that the Wright Brothers were in the air on their first flight. At the end of that time, I pulled sharply up into a vertical climb so that the viewers could see (from my trail of black smoke) how much farther we could fly

in the same amount of time after 50 years of progress!



Wright Brothers First Flight, December 1903

Everything seemed to go fine and P. C., who had been orbiting in the area to take my place if anything had gone wrong with my F-86, joined up with me and we

proceeded a short distance, landing at Langley Air Force Base in Hampton VA. Following a quick refueling and a bite to eat we were taxiing out to our assigned take-off runway when we were ordered by the control tower to hold our position on the taxiway. An F-84D from the 20th Fighter Group, which was based at Langley, had landed gear-up closing my assigned take-off runway. After several minutes the tower cleared us to use another runway. We were approaching the take-off end of the newly assigned runway when we were told to hold our position until a flight of new F-86's landed. I was parked 90 degrees to the runway heading in the pre-take-off position watching the landing aircraft and wondering what kind of fighter pilots would make such large traffic patterns? The last F-86 in the flight was well over a mile out when turning on the final approach. I was surprised to see a sudden stream of white smoke pouring from his tail pipe. Obviously, he had flamed out but had not run out of fuel as it was streaming from his engine. I kept waiting for him to hit his airstart switch but helplessly watched as the Sabre-Jet touched down on the water 1/2 mile from the end of the runway. I was sure the aircraft would settle into the bay and stop. Instead, it hydroplaned on the two large ferry drop tanks under the wings and roared towards the seawall at the end of the runway. When it disappeared from my sight it was still moving at high speed and as I waited the inevitable, the fireball erupted, accompanied by the engine and aircraft pieces flying into the air, impacting on the runway in front of me. We were helpless to do anything but sit there.

I monitored my fuel remaining and awaited further tower instructions. We had no drop tanks because of the need for the high-speed pass, so fuel required to make it to our base at Rome, NY was crucial. I was about to ask the tower to clear us back to the ramp so we could top-off our tanks when they cleared us to

Aviating with Bud Evans -con't

another, shorter runway. Taxiing back, avoiding the fire trucks and ambulances, we reached the runway and began our take-off roll. I pulled back on the control stick at nose wheel lift off speed when a loud explosion shook me and my cockpit filled with smoke. I immediately shut off the throttle and confirmed that the fire and over-heat lights had gone out. Without any other choices, I placed the nose wheel on the ground and braked hard to a stop. (I had no power assisted brakes without engine power.) I stopped just short of going into the water at the end of the runway. After opening the canopy and removing my helmet I was amazed to see P.C.'s F-86 sitting beside me. I don't know how he had managed to abort as fast as I had, but there he was--right in formation!

I was un-strapping to get out of the cockpit when a blue staff car pulled up next to me with "Flight Safety Officer" written on the side. The Major started to get out of the car, took one look at me and we both recognized each other about the same time. He was Peachy Salyards from my Squadron in Japan and Korea. All he said was "I'll pick you up at the 'O' Club at five. We're having Mexican at my house tonight". With that he sped off. When I climbed down and surveyed my aircraft, I found holes throughout the center of the fuselage caused by the compressor section disintegrating. P.C. said he aborted because when he saw all of the pieces coming from my engine he was certain some would damage his aircraft. Luckily none did and we had a nice evening with Peachy and some of the 20th Group pilots. My Squadron flew a T-33 down the next day to pick me up and that afternoon I was back flying Air Defense alert flights from Griffiss AFB, NY. We were never sure whether I had picked up something that damaged the engine during my high-speed pass or whether my engine ingested some debris from the F-86 that hit the bank in front of me.

Yesterdays Battles: World War Two Clash of the armored knights - Jeff James

July 1943-Operation Citadel, Germany's 1943 summer offensive on the Eastern Front, resulted in the largest armored battle in history. Over 5,000 German and Russian tanks were involved in this titanic clash of armored knights. It was also a disastrous defeat for Germany and the end to their dreams of victory on the Eastern Front.

Germany's plan was to launch a pincer attack on the huge bulge in the front lines that surrounded the city of Kursk, which is located 300 miles southwest of Moscow. Despite the massive defeat at Stalingrad five months earlier, the Germans still believed that a decisive victory would allow them to negotiate a separate peace with Russia. Unfortunately for the Germans, it did not turn out this way.

Jeff James - con't

Soviet spies had penetrated to the highest levels of the German military and they knew every detail of the impending attack. As a result, the Russians deployed their forces in depth, building defense lines ranging from 16-25 miles deep! They kept improving their defenses even as Hitler ordered repeated delays to the attack, until the powerful new Panther tank would be ready.



After a delay of two months, it was almost anticlimactic when the assault finally began on July 5th, 1943. The Germans deployed forty-one divisions, of which eighteen were Panzer or Panzer grenadier (motorized infantry) divisions. The German force also included nearly 2,000 tanks, including the new Panthers. The Soviet forces arrayed against them included seventy-five infantry divisions and 3,600 tanks!

In the north, the German 9th army, lead by General Walther Model, managed to advance six miles on the first day, but suffered massive casualties. Their advance soon ground to a halt after covering less than twelve miles total. In the south, the 4th Panzer army, lead by Field Marshal Fritz Erich von Manstein, did a little better. They advanced twenty miles through dug in Russian defenses and inflicted heavy losses on Soviet forces.

However, Manstein's tanks also suffered heavily, especially from Russia's Ilyushin IL-2 "Stormovik". This aircraft was heavily



armored and a devastating low-level attack plane. By war's end the Russians had produced an astonishing 36,163 Stormoviks!

Despite the advance by 4th Panzer army, the Germans still had seventy-five miles to go to surround the Soviet forces. With casualties mounting and an allied invasion of Sicily under way, Hitler called off Operation Citadel on July 12th, 1943. The Germans had suffered tremendous losses, especially among the Panzer divisions. Although they had inflicted heavier casualties on the Russians, the Germans would have the greater difficulty in replacing their losses. Consequently, the last chance for a German victory in the east was gone.



Space Coast Regional Airport
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**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