



UN-SCRAMBLE



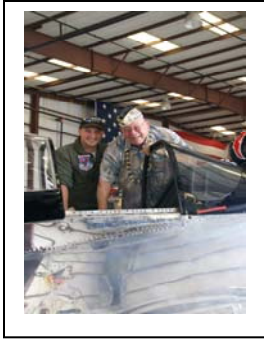
Official Bulletin of the Valiant Air Command
December 2007/January 2008



Merry Christmas and Happy New Year from the Staff and Volunteers at VAC!!!



VETERAN'S DAY WEEKEND 09, 10 & 11 NOVEMBER 2007



On September 19, 2007, Ruth Larkin and family were honored with a plaque from the Grumman Retirees Group at a luncheon in Suntree. The plaque was given in memory of Harold A. Larkin, our former Executive Officer and lead of the Grumman Gremlins. The family then presented the plaque to the Valiant Air Command's Grumman Gremlin Group. George Graefe and the Entire group was there to accept the honor, along with Ann James on behalf of the VAC. The beautiful plaque is now displayed in the Museum.



VALIANT AIR COMMAND
Dedicated to restoring military aircraft
A 501 c (3) Non-Profit Corporation

6600 Tico Road
Titusville, FL 32780-8009
Phone: 321-268-1941
FAX: 321-268-5969
Website: www.vacwarbirds.org
Email: vacwarbirds@bellsouth.net

MUSEUM & GIFT SHOP

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

ADMISSION

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

ADDRESS CHANGES

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

Thank You!!!



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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.



501 c 3 Non-Profit Organization Educational Museum
recognized by the Internal Revenue Service

Next 2008 AirShow Meeting
12 January 2008
12:00 P.M. Pizza
12:30 P.M. Meeting

COMMANDER
LLOYD MORRIS

Greetings,

I would like to start out by thanking Bill Yoak and "Scooter", his son, for bringing their beautiful P-51. It was a real hit at the Veteran's Day Weekend Open House. Also Tom Reilly for bringing in the "Killer Bee" B-25, thanks Tom.

Secondly, I would like to thank all the following dedicated people for a Veteran's Day success. Scott MacLeod for representing the F-9F5 Panther, George Graefe and the Grumman Gremlins crew, Stan & Julie Parsons for representing the A-6 Intruder (I believe Stan has over 400 traps in the A-6), all of you did a wonderful job, Bill Dillard for representing the F-105. A really cool pilot with 2,000 hours in the "Thud"!!! A big thank you to Bud Evans representing the F-101 & F-105 and Al Crews for representing the F-5. You are truly the men!

Phyllis Lilienthal and Steve Zatroch for being the "Picture Takers Extraordinaire".

The "Hot Dog Girls", Marilyn Bettencourt, Joanne Baxter, Tina DeLosSantos, Joanie Dorrell, Jean Felton, Lorraine Juhl, Gaye Lindsay and Gay Morris. All of you girls did a wonderful job. I thank Marilyn for all her hard work - as always she is quite an "organizer".

Thank you to all of the Tour Guides, Jeremy Anderson, Sam Beddingfield, Jeff Boyken, Mike Conn, Roy E., Shirley Ferrell, Don Henry, John Kirk, Leo Kordick, Ron Madonia, Al Tinnerilli and Terry Yon. Terry, Ralph and Shirley stayed on the job all 3 days!!!

A special thanks to Roger Desplaines for Traffic Control and setting up early Friday morning. As you know, Norm Lindsay, a member of our Board of Directors and Roger did a great job of maintaining our facility and setting up for events.

Thank you to Crystal, Ginger, Sandy, June and Sonny for keeping the Gift Shop and Registration running smoothly.

Thank you to Norm Lindsay, Bob Bixby, Bob James, Jack Dorrell and Dick Hart for moving and parking aircraft.

Thank you to Paul Vasconi and the Air America Foundation members for their participation.

Also thanks to Phyllis Lackey from the VAC for coming all 3 days to work with Karen Conkling and Charlie Mars from the U.S. Space Walk of Fame for joint membership registration. Thanks, Phyllis!!!

I would like to thank Frank Pound for his hard work in putting this event (Veteran's Day Weekend) together. This was the first time we did all 3 days and it was a GREAT SUCCESS. GOOD JOB, Frank - OUTSTANDING!!!

As an added event, Ken "Razor" Terry and Paul Schulten gave rides to all the employees and volunteers available at the time, as well as Mitch and Mike Powell, Director of Titusville-Cocoa Airport Authority. Things like this add unity to the VAC and also a very nice touch.

Lloyd Morris
Commander

We extend our heartfelt thanks and appreciation to the following who have donated funds for the 2008 Tico Warbird Airshow:

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Mr. Philip R. Andrews
Mr. and Mrs. Gary V. Baciуска
Mr. Lester A. Badger
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Mr. James E. Bean
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Mr. & Mrs. Lawrence C. Beiffuss
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Mr. George C. "Jerry" Borchin
Mr. and Mrs. Frank Bottoms, Sr.
Mr. Jeff Boyken
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 Mr. Lewis T. "Tom" Sharp
 Mr. Dennis M. Sherman
 Mr. Harry P. Shockey
 Mr. Lawrence F. Sietsma
 Mr. Kevin S. Simmons, M.D.
 Mrs. Helen Wyatt Snapp
 Mr. Guy W. Snyder
 Ms. Sharyl Stapleton
 Mr. Robert "Bubba" Stitt
 Mr. John W. Strickland
 Mr. L. M. Tannenbaum
 Mr. Albert Tarter
 Mr. Frederick W. Telling
 Mr. John J. Toohy
 Mr. Ted Trousdale
 Mr. Robert C. Tullius
 Mr. Rene G. VanDeVoorde
 Mr. Jeary R. Vogt
 Mr. Walter J. Wagner
 Mr. Gerald L. Walbrun
 Mr. and Mrs. David K. Wall
 Ms. Barbara W. Wilder
 Mr. & Mrs. Dan Williams
 Mr. Paul L. Woodard
 Mr. Walter E. Yocum

BUSINESS & ORGANIZATIONS

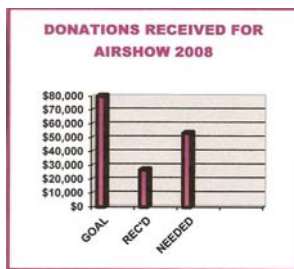
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 Air Nostalgia, Ltd. (Mr. Danny R. Linkous)
 Alexander Aviation Associates, Inc. (Mr. Jim Graber)
 Anderson Rentals, Inc. (Mr. Jeremy Martin)
 B & K Wholesale Automotive (Mr. Jim D. Kelley)
 Bobbs Fire Equipment, Inc. (Mr. James R. Stanger)
 C. Scott Films LLC
 Caleb Services/C.S.I. Sign Co. (Mr. Charlie Long)
 Conrad Yelvington Distributors, Inc. (Mr. Conrad Yelvington)
 Deakins-Carroll Insurance Agency (Ms. Missy Deakins)
 Dixie Crossroads, Inc. (Mrs. Laurilee Thompson)
 Inter Coastal Business Machines, Inc.
 (Mr. & Mrs. Michael McDonough)
 Melbourne Area Pilots Association Inc. (Mr. Andy Pedersen)

NCCI Holdings, Inc.
Parrish Medical Center
Pat Fischer Chevrolet
Paul's Smokehouse (Mr. Paul Salisbury)
Super Three, Inc. (Mr. Charles W. Clements)
Tom Reilly Vintage Aircraft (Mr. & Mrs. Tom Reilly)
Warbird Parts & Memorabilia (Jay Wisler)

We sincerely appreciate your contributions to this worthwhile cause. We can't thank you enough. **Thank you for helping to keep the dream alive!!!**

Is YOUR name on the list??? **If not, we greatly need all the financial support we can get.** If you wish to donate by check, please make your check payable to Valiant Air Command, and write "Airshow 2008" in the memo portion so that we can credit it to the proper account. If you wish to pay by credit card, please contact Lloyd , Ginger or Crystal, and we can take the information over the phone. **Any donation is gratefully accepted and appreciated.**

The following chart shows our goal and the donations needed and received to date. As you can see, we are making headway, but we are still in need of a large amount of support for this worthwhile cause.



PLEASE HELP!

KEEP THE DREAM ALIVE!

See all of you soon! Take Care!

Lloyd Morris
Commander

EXECUTIVE OFFICER
BUD EVANS

I will duplicate what other Officers reports will say about the tremendous turn out and Volunteer support the Museum received during the three day Veterans Day Open House. There were so many of our dedicated members who donated their time, experiences and knowledge of our aircraft and memorabilia that I'll not duplicate the personal acknowledgements elsewhere in this Un-Scramble. Just accept my gratitude to all of you who contributed to the outstanding Salute to our Veterans.

It was obvious from listening to some of the great stories being passed around by our veterans that they should send their best adventures to be published in The Un-Scramble. I may be running out of "Aviating with Evans" personal adventures sometime soon so please give me a hand so that we maintain real life aviating adventures in our newsletter.

I have to apologize to Major Joe Rues who sent me a great story. Somewhere in my crowded office, (really disorganized) I misplaced the letter so I hope he will send another copy to me and I'll see that it is published in the Un-Scramble.

HAVE A SAFE AND HAPPY THANKSGIVING, CHRISTMAS, HANAKA and NEW YEAR!

N. C. "Bud" Evans, Executive Officer

"Aviating With Evans"



"Flying with the "Enemy"

Time always has a way of changing our view of things and of people. Take my own experience of meeting and flying with our former enemy pilots from WW-II. As a young "Gung-ho" Army Air Force pilot I was

ready to destroy any enemy aircraft and its pilot had I gotten the opportunity. I did not get into the fight as I was en route to Europe when that war ended but I was absolutely certain that I could shoot down any German, Italian or Japanese pilot I met in combat. We are all indestructible at 20 years old and filled with that "Fighter Pilot Confidence"!

By the time I actually did get into combat at the start of the Korean War I recognized the realities of life and death in the air having seen so much of it while flying the new jet fighters in peace time. I found that once my combat role was restricted to attacking ground targets instead of the air-to-air role the F-80 Shooting Star for which it had been designed; the risks were far greater that I would be shot down by the anti-aircraft guns than by the skill of an enemy fighter pilot. During my extended tour of combat in Korea I only encountered two enemy aircraft. The first I destroyed was a LA-7 that I shot down. It was a prop driven Russian aircraft and the second was a MIG-15. It was one of the first to appear over North Korea and I learned in a hurry that the F-80 was no match for it at 33,000 feet. I felt I had won that battle by keeping the MIG pilot from getting a clear shot at me or my wingman and we escaped without any damage. Since the Korean and Vietnam conflict I have met only a couple of Russian pilots who admitted they had flown MIG-15's in Korea but not at the time I was there. I have never met a Chinese, North Vietnamese or Russian pilot who flew in Vietnam.

I was a little skeptical when I was notified that I would be one of the groups assigned to assist the Japanese Air Defense Force team which came to Edwards AFB, California in 1959. My assignment was to checkout the Commanding General and his Test Pilots in the F-104 and the Northrop N-156F (Freedom Fighter). The Commanding General Ghenda was the oldest of the evaluation pilots and I had my concern about his flying the F-104 Star-Fighter so I flew with him in a two place "D" model. It was quickly apparent to me that he was a very capable pilot. Another pilot was General Shingo who claimed to be the greatest swimmer in all of Japan. He supported that claim by stating he had been shot down five times and always over water. There was a third test pilot who was younger and the three of them flew evaluations of the F-106, F-104 and N-156F (Proto-type F-5A). They flew the F-106 from the Convair plant at Palmdale, California and the F-104 and N-156F at Edwards. We spent a lot of time with them including Happy Hours on Friday nights where the bar games we played were outrageously crazy. An example of one that the RAF visitors had introduced to our group was "Stability and Control. It required that we take three wooden gallon bottle

crates and two long broom handles. One broom handle was passed through the hand holds in two of the crates and each end placed on facing chairs. The third crate was turned upside down and seated on one of the suspended crates. The "Pilot" sits on that crate (with help from his friends) placing his feet inside the crate that is forward of the one he is seated on with each foot on opposite sides of the broom handle running through those lower crates. The subject is then given the second broom handle. At that moment the two people holding the "pilot", step back and he is left to keep the "aircraft" right side up by using the broom handle from one side to the other while the crate he is sitting is rocking from direction opposite to the one in which his feet are trapped inside. The average time before the pilot ends up crashing to the floor is less than one minute and sometimes the resulting demise is painful. General Ghenda insisted on trying his skill in it and the results were nearly an International Catastrophe! His "crash" resulted in landing on one of his elbows which created a bloody red blotch on his white uniform sleeve. He proved that his age had no effect on his "Fighter Pilot Spirit" and he tried a second time. That time his only injury was his pride. I have to say that during the time I spent with him during his evaluation tour I found him to be a quiet intelligent gentleman. The last time I saw him was just before he left to return home when he invited a few of us to a superb dinner party at the Japanese Garden Restaurant in Beverly Hills. They bought the F-104J, which was the same as the "G" model that Canada, Germany, Belgium, The Netherlands and Italy bought with the exception of the bombing system. As part of the treaty agreement allowing the Japanese to build an Air Force they were not allowed to have any "Offensive" weapon systems.

Shortly following the Japanese visit I was directed to brief a group of Italian Air Force Officers on the N-156F and the F-104 although none of them flew either aircraft on their visit. Within a few weeks the consortium of Nations purchased the F-104G beginning with Canada and Germany. I was assigned as Category "1" test pilot member for the USAF and flew with RCAF Sqdn. Leader, Jack Woodman and German Major Heinz Birkenbeil. All of those flights were flown from the Lockheed factory at Palmdale where all of the F-104J evaluation test flights were flown. Shortly after I began the flight tests on the "G" model I had a confrontation, of sorts, with the German Air Force Headquarters and their Commanding General Steinhoff along with General Ralls and several of their top officers. I reported that in my evaluation of the aircraft, which differed from the USAF models in the cockpit layout as it had much more weapon systems than the USAF models. I had

determined that the Martin-Baker ejection seat was too big for the pilot to efficiently operate the controls for the required tasks. The seat was installed in the "G" because of a "War Reparations" agreement with the British Government and therefore was a touchy subject with the German Air Force which was having trouble with the Leftist in the German Government. I realized that my logical arguments regarding the seats incompatibility with the performance of the designed mission by the pilot was not going to fly so I had to prove the safety issue with ejecting using the seat. I had a crane set up in Lockheed's hangar and attached it to the seat. As I was lifted in the seat up the rails which the seat traveled during ejection it proved I would lose my knees and toes as I passed the windshield frame. Only with that demonstration was I able to have the Lockheed "C-2" seat installed in all of the early F-104G's. Fortunately the German top brass did not appear to hold it against me when I arrived in Germany a couple of years later for the Cat-III test program. (Martin-Baker redesigned the seat and a few years later it was used in the "G"s).

Following the CAT. "1" testing, an International Test Force was organized at Edwards AFB and I was assigned as Flight Test Operations Commander and Capt. Al Crews was my deputy. There were 2 RCAF, 2 German, 1 Dutch, 1 Belgium and 1 Italian test pilot assigned as well as several test engineers and maintenance test men from each Air Force assigned to the program. The overall German Air Force Program Director was General Ralls. (WW-II German Ace with 252 victories). He flew with us on several occasions during the Category 1 test and was very active overseeing our Cat III. My job with the Cat III was as Flight Test Operations Advisor and I had 3 USAF Officers with me: Weapons System Engineer, Flight Test Engineer and Flight Test Maintenance Advisors. At Norvenich Air Base, Germany I flew with the German Test Squadron Commanded by Col. Barkhorn and was invited to the small Officers Club for Friday evening "Happy Hour" which often included Gen. Ralls, Gen. Steinhoff, Col. Barkhorn, Col. Hartman and Col. Kapinski. All were the worlds leading Fighter Aces. There was a friend of mine who had left the USAF to go to work for Lockheed and was assigned to the Test Force by his company. The German Air Force liked Glenn "Snake" Reeves and allowed him to fly some flights with the test squadron. Another old friend was Major Tom Perfilli who was assigned to the F-104F Training Squadron and they often joined me on those Friday night Happy Hours. I was fully aware that these German Aces had probably killed some of my friends but there is an unexplainable bond or respect between Fighter Pilots once they are not looking at each other through their gun-sights. I

guess it has to be the understanding of the difficulties a Fighter Pilot faces performing all alone in control of his unstable, highly maneuverable aircraft.

Ironically a couple of years ago the Italian Government honored me for my contribution to the successful testing of the "G" model F-104. I was one of six people receiving the awards. Four of the six of us were our former enemy pilots and the other American was the present Vice-President of Lockheed-Martin Corp.-Europe. We were to receive the presentation from the Prime Minister who was late in arriving so the Chief of the Italian Air Force did the honors so that the six hour International Air Show could begin. The Prime Minister sat five seats from me in the front row of the VIP section during the show. The Italian member of our test team, Franco Bonazzi and the Retired General who had been head of the Italian Air Force when they received the F-104's, the two German Generals Heinz Birkenbeil and Guenther Ralls were the others receiving the honors and Al Crews (USAF) and Erhard Geordert, GAF were the other two Test Team pilots invited to attend the show as well as a large number of German and Italian former F-104 pilots. Time has a strange way of changing emotions and feelings between former military enemies when you work and fly with those same people who are also risking their lives in pursuing the same goals as was our association on the F-104G.



International Test Force Pilots at Edwards AFB, California in 1960-61

L to R: Jenssen (Dutch) Goerdert (GAF), Evans, Ayers (RCAF), Crews, Birkenbeil (GAF) Bonazzi (ITF) Cailleau (Belg)

The Society of Experimental Test Pilots was formed in Southern California in 1955 by a group of factory and USAF test pilots. It has grown into a world wide organization and I met some of the Russian Pilot members who quietly admitted to me that they had flown MIG-15's early in the Korean War and with the North Vietnamese in the MIG-19's and 21's.

At one of our Beverly Hills Symposiums I was assigned the duty of escorting Hana Reisch, the German lady test pilot who flew the early ME-163 test flights. She arrived on a Lufthansa 747 and I had to wait with the station manager for her to leave the aircraft. She had been in the cockpit with the crew during the flight and left the plane with them. She was a tiny, perky, delightful lady who at the twilight years of her life was still making the annual glider flight across the Alps and back.

The world of pilots is universal and it produces some very special kinds of people. I have been fortunate enough during my lifetime to have met and flown with many fine pilots from many parts of the world.

N. C. "Bud" Evans ©

OPERATIONS OFFICER
KEN TERRY

Not much to report this issue. The S-51 fuselage has arrived. "Boy is it sharp". Skip Tillet will be picking up the wings shortly.

Next Formation Clinic will be in January. We are trying to set up a U.S.O. Dinner with band whatever weekend that will be. I will let you know the dates as we get closer, should be around the weekend of 26th of January. Hope everybody had a good Thanksgiving. Be Safe!

Ken Terry
Operations Officer

MAINTENANCE OFFICER
BOB JAMES

C47-Work on the aileron up/down limits is continuing and should be completed soon. The right muffler exhaust extension has been welded on and the installation is in work. The elevator recovering effort has taken a set back and will require a major rework. The good news is that Tom Reilly (master restorer of war birds) has consented to hold a fabric recovering school (noon time) on the C47's elevators on December 8th (same day as the VAC Christmas party). Call in your desire to attend either/both events.

TBM- The first wire list has been generated and turned over to our Air America Foundation friends for wire cutting and wire marking (with the original wire schematic numbers). Numerous other sheet metal detail work items are continuing. We need a tube bender that can accommodate 5/8 inch diameter tubing for the modification to the hydraulic system for the new accumulator.

UTVA-A new vacuum gauge and vacuum regulator have been installed and functionally checked. A bonus item is that now the artificial horizon is functioning properly (it needed additional air flow to spin up).

Robert E. James
Maintenance Officer

PERSONNEL DIRECTOR
BOB BOSWELL

In this, my last letter of the year, I ask you the members for suggestions and insight for changes to any of our activities and events that you feel could improve the VAC and project the Warbird Museum as a "must see" aviation destination. We've had a very busy year. New aircraft have been acquired, the OV-1 Mohawk is now proudly displayed in front of the Museum, TICO BELLE is getting closer to completion and other aircraft restorations are on schedule. New exhibits have been created and participation in community events is better than ever with several joint activities planned for next year. Visitor attendance has been steady. As always we could use more help in all of the VAC activities. Our New Years' Resolution is to encourage participation from a larger number of our current members, attract new members and increase the number of annual visitors. Don't overlook Warbird Museum when searching for a place to take your out-of-town guests. Call, Email or Mail your suggestions to me at the VAC.

Less than four months are remaining to prepare for the TICO WARBIRD AIRSHOW 2008, March 14, 15, & 16th. Our next meeting is on *Saturday, 12 January 2008* at 12:30. Pizza Pie will be served just prior to the meeting at noon, so get there early. This will be an important meeting to finalize the various Lead Personnel and Task Assignments. A reminder to those who intend to volunteer to work the airshow. A change in policy this year requires that volunteers sign-up in advance and attend at least one airshow meeting to be assigned to a team, and to receive credentials for entry.

The number of VAC Life Members continues to grow. As promised we are providing perks to our life members. The latest is two VIP Guest Passes to the Warbird Museum, personalized with the Name of the Life Member. These are free guest passes that will be collected by the museum staff when presented by the Life Members' VIP Guest during their visit. The VIP Guest Pass Cards will be returned to the Life Member so they can be given out again.

The holiday season is quickly approaching and brings with it many opportunities to get together and catch up on the past years events, and of course talk about airplanes. One of the best socials is the VAC Christmas Dinner. Mark your calendar for December 8th, and start looking for that "perfect" donation to bring. This year the VAC will be accepting gifts for Toys for Tots at the Christmas Dinner. We will have a social hour with hors d'oeuvres at 5:30 PM followed by an exceptional buffet and dessert. Music by Good Time N Band will be provided for your listening and dining pleasure. See you at the Christmas Party.

Thank you for your membership and continued support.

New Members 16 Aug. – 18 Sept. 2007

Bolton, Donald/Bolton, Amy
Brisson, Timothy J. /Brisson, Lola M.
Jankovic, James
Lilenthal, Phyllis
MacLeod, Scott
Moddle, Jr., Stephen S.
Platt, Steven
Riley, Denis G.

Renewal Members 16 Aug. – 18 Sept. 2007

Bottari, Leo
Bragg, Medford
Eiting, Joshua J./Eiting, Shirley Roll
Graveline, Robert P.
Hites, Jr., Ervin L./Hites, Joanne
Horner, Richard D.
Kirk, John H.
Lowman, Leslie B./Lowman, Ann M.
Matthews, Douglas G.
Mercer, Gerald G.
Mercurio, Anthony J./Mercurio, Marian B.
Nishimura, Robert H. (Lifetime)
Saletzki, Larry J./Saletzki, Judy
Sammon, Pat
Seifert, Larry J./Seifert, Judy
Simpson, David L./Simpson, Jean V.
Yocum, Walter E.

New Members 19 Sept. – 16 Oct. 2007

Kindle, Edmund M. /Tronetti, Pamela
Sweeney, Henry/Sweeney, Margaret
Yon, Terry/Yon, Janet

Renewal Members 19 Sept. – 16 Oct. 2007

Bertman, Lee A./Bertman, Suzanne
Eubanks, James
Evans, Bud/Evans, Nancy
Hanrahan, Kevin/Hanrahan, Linda
Reus, Joseph H./Reus, Shirley M.
Walbrun, Gerald L./Walbrun, Marion N.
Withrow, Richard A.

New & Renewal Members 17 Oct. – 20 Nov. 2007

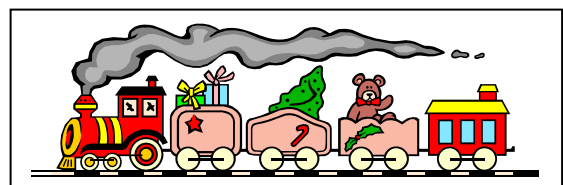
New Members

Chamberlain, Mary
Higgs, Mike
Johnson, Melanie A./Gibson, Lori
Liggett, Roy "Traey"/Liggett, Tam
Ludlam, Lester H.
Manning, Charles H./Manning, Jeanne
Schulten, Paul E. /Schulten, Lisa G.
Sweeney, Michael J./Sweeney, Amelia

Renewal Members

Baker, George H./Baker, Ginny S.
Boswell, Bob/Boswell Sandy (Lifetime)
Brooks, Adrian C.
Canetti, David A.
Chamberlain, Russell G.
Felt, Morris R./Felt, Trudy
Felton, Jean A.
Garrison, J. Reid/Garrison, Jeffrey/Garrison, T. Brett
Kerwin, F. Leo
Keyes, Barry E./Keyes, Kathryn G.
Marco, David A./Marco, Michael/Marco, Hannah
Mitton, James M.
Niergarth, Jr., Arthur W./Niergarth, Jake & Luke
Peckham, Howard L.
Rellihan, Michael G./Rellihan, Paula S.
Shaw, John H.
Smith, Cary H. /Smith, Michelin
Snapp, Helen W.
Sparrow, Caleb G./Sparrow, Jacob
Towe, Jim/Towe, Margaret C. (Lifetime)

Bob Boswell
Personnel Director



FACILITY OFFICER
NORM LINDSAY

For those that only get to visit the museum at AirShow time, you will see some improvements to your museum. The biggest improvement is the addition of the concrete pad to the west of the main hangar. This gives us additional parking space for static aircraft and also will help with parking at AirShow time.

The upstairs offices and hallway have all been painted (thanks Ed) so the stark white is gone and a little color added to the place.

The outside lights of the main building for lack of a better word were overhauled. They all work as advertised which is a must when we have nighttime activities.

The lights in the memorabilia room are scheduled for relamping. Since the fixtures are 35 feet high, this is no easy task. Many of the aircraft have to be moved to get a Hi-lift into the room. Long term goal is to replace the current fixtures with ones that can be lowered to the floor for bulb replacement. Any electrical contractors out there?????

One other area we need help in is someone to spend one or two days giving the offices a good cleaning, dusting windows, etc. If you are interested, please contact the museum and ask for me or leave your name and phone number.

Norm Lindsay
Facility Officer

PROCUREMENT OFFICER
BOB FRAZIER

Big procurement business has slowed a little these days.

F11F---We continue to receive support from the Navy Museum restoration people. Most of the effort is obtaining wheels, tires, and missing cockpit control system parts. The missing parts result from the fact that the aircraft was displayed on the top of a pylon.

AIRPLANE SIGNS---The Descriptive/Historic display signs for the more recently acquired aircraft have been printed and installed beside the aircraft. Signs are beside the F-8, F-4D, F-105, MIG-15 and the F-101 aircraft. The contrasting colors of the text brightens the display.

A-6---In conjunction with member Stan Parsons we are planning an effort to modify the A-6 display. The current tanker configuration will be revised to restore the aircraft to the fighter-bomber configuration. Requests have been submitted to the Navy for practice bombs, MER's and other items. Stan is former A-6 pilot and the conversion will reflect Stan's squadron when aboard the USS Midway.

AIRCRAFT CARBURETORS---We have found a concern that is interested in buying the hundreds of old carburetors and thousands of related spare parts. The material was donated to the VAC several years ago. Norm Lindsay and his crew did a great job of boxing and packaging the material for shipping. Good job fellows! THANKS!

AIRSHOW AUCTION

YOUR HELP IS NEEDED AGAIN THIS YEAR IN OBTAINING DONATED ITEMS FOR THE FRIDAY NIGHT AUCTION. ITEMS SHOULD BE RELATED TO WARBIRDS, AVIATION, UNIFORMS, AIRCRAFT PARTS, HISTORICAL MATERIAL AND ARTWORK.

AS MENTIONED IN LAST MONTHS ARTICLE SEARCH YOUR OWN SOURCES AND OUTSIDE CONTACTS.

DIRECT ALL DONATIONS TO THE MUSEUM AND NOTE THEM FOR THE AUCTION AND TO MY NAME.

Bob Frazier
Procurement Officer

PUBLIC RELATIONS
FRANK POUND

Thanks to all the members and volunteers, the Veteran's Day Weekend at the VAC was a great success.

Several thousand Veterans and Brevard County residents – many for the first time – enjoyed visiting the Museum and Restoration area.

Our thanks also to the many media articles and public service announcements which informed the public of the event.

SPECIAL NOTICE: Don't forget the VAC is a collection point for the USMC TOYS FOR TOTS. Please bring a new unwrapped toy! Any age is appropriate. Final collection day is 15 December 2007!

Frank Pound
Public Relations

QUESTION OF THE MONTH:

Which Army Air Force aircraft shot down the most planes in World War II?

See Page 14 for answer.

EVENTS COORDINATOR

ANN JAMES

GRYPHON GROUP LUNCHEON

Our biggest wishes for a Merry Christmas and Happy New Year to all of our terrific volunteers that bake such wonderful goodies for our soldiers at their weekly lunches. It is very gratifying to see those “special forces” guys stuffing cookies in their pockets as they leave to tour the museum! Thank you to all who work so hard to do this!

We invite anyone else who would like to participate to join us on Tuesdays to see what happens and bake as well – if you care to.

Bakers for December

December 4 Jean & Ann

11 Gay & Joanne

18 Joan & Marilyn

Christmas Vacation

12/21/07 through 1/6/08

January 8 Gay & Joanne

15 Joan & Marilyn

22 Margaret & Jean

29 Ann

If you need a schedule change – just call me.
Thank you all – Merry Christmas!

Ann James
453-6995

THURSDAY, 29 NOVEMBER 2007

**ANNUAL DECORATE THE MUSEUM FOR
CHRISTMAS AND VOLUNTEER LUNCHEON**

Help us welcome back our “Winter Volunteers” and join the crowd at 10:00 A.M. to make the Museum sparkle for the Christmas Season! Bring any “extra decorations” you may have and a salad or dessert to share with our lasagna and spaghetti. Lunch is at noon.

SATURDAY, 08 DECEMBER 2007

MEMBERSHIP CHRISTMAS PARTY

Come and celebrate a Blue Christmas – as in Bluegrass. Enjoy bluegrass as well as folk tunes and

contemporary songs played on bass, fiddle, guitar, mandolin and banjo. Special entertainment is by **GOOD TIME ‘N.**

This year, in a change of pace, we ask that you join us as we share our Christmas with children who are less fortunate. In participation with the Marine Corps program, “Toys for Tots” we will collect unwrapped toys for our local children. If you forget – we will collect gifts at the Museum until 15 December 2007. Thank you for sharing the Christmas Spirit this year!
Happy Hour 5:30 P.M. with Good Time ‘N
Dinner 6:30 P.M. More entertainment and dancing.

Please call the Museum for reservations – Dinner tickets \$20.00. Come celebrate the Christmas season with us!

VAC MEMBER GONE WEST

Farewell to an old friend..... It deeply saddens me to inform the VAC membership of the passing of one of the best friends this organization ever had. A true legend in aviation history, Brig. General David Lee “Tex” Hill, has rejoined many of his old squadron mates, for duty in Heaven’s Squadron. I’m not going to attempt to give you any vignettes of his service exploits, they are too legendary and frankly way beyond my power to describe. I do want you all to know just what kind of man the “tall gunfighter”, as Robert L. Scott called him, was. So, I’m taking this space to let you know how I met the man, and so many of the other AVG “Flying Tigers” that I count as my friends to this day.

In 1985 I was the Public Relations Officer for the VAC, and we were trying to “Come up” with something different and interesting for the annual AirShow. It was the “hay day” of war bird flying and activity in the whole country. Our annual event had become a major attraction for classic military aviation lovers, pilot/owners, and the press from all over the aviation world. If you were part of the VAC then, you know what I mean. Attendance by way over 100 warbirds, and in variety and rare types no one has seen in years. Still we faced the same problems then as now, how to get paid attendance up to a level where we could afford to pay the expenses, and raise some funds for the organization as well. We struck upon the idea of dedicating the show to a certain individual group of veterans, famous for their exploits, and then invite them to be our guests of honor at the show. On pure speculation, since I was a friend of General Bruce K. Holloway, I suggested I might be able to talk Bruce into helping me invite some of the guys who flew with the AVG and the 23rd fighter group. I didn’t

mention that these particular people had filled my childhood dreams, and that I had seen "Flying Tigers" and "God Is My Co-Pilot" so many times I knew every word in both pictures. That would have exposed my selfish motives of wanting to meet such true heroic veterans. To my surprise, the idea was accepted! However, there were skeptics that thought we might get a couple of locals to visit the show, but a national gathering? Never happen!

As soon as I got the "green light", I went to see Gen. Holloway, who gave me "Tex" Hill's telephone number. He also informed me that he personally NEVER attended such events, avoided the "press" like the plague, and was not going to join us for the occasion!!! I was quite shocked, to say the least. Already the one guy I had counted on says "No", before I've even started making invites. So, I called Brig. General Hill's home, and "Tex" made me feel even worse. I gave him my pitch about this big warbird AirShow, and how Gen. Holloway had given me this number, and so on. At the end of my invite blab he said "You know Bruce? I affirmed and he countered "How is that cranky old Son-of-a-Bit--?" I was dumbfounded. After a bit of a nervous retort, I was politely told "Can't help you son, won't even be in the Country. Your show is the same time my wife and I have been invited to visit China." My heart was crushed, I thanked him, and he gave me a couple of other numbers to try, and then hung up. I thought "God, am I in trouble!" I shot my very large mouth off, and now I'm hung out to dry. I tried the number I had for Gen. Robert L. Scott, who lived in Arizona at that time. Same results. I was informed that Gen. Scott had become a very private person, and did not want to be part of any such public affair. In forty-five minutes on the telephone, my entire plans were gone. It was two days before an AirShow meeting, and I would have to eat an enormous plate of crow!!!

On that Saturday, I was getting dressed to go to TICO, and let the show staff know my idea was a flop. The telephone rang, and my wife hollered for me to come to answer, it was "Tex" Hill. You the guy trying to have a Tiger reunion at your airshow?" Was I ever! "Well Mazie and I thought it over, and Hell, we seen China more than once, you count us in!" What a leap my heart took! Even if no one else accepted, I'd be happy to meet this hero of my boyhood years. Then he said, "you tell any of the rest of them you get in touch with that I said this was a "Jing Bow" call", and that he'd pass the word around to some of the boys. Well, if you were there, you know what happened. We had a spectacular event with over 20 veterans of the CBI, the public was really thrilled to meet these people, and I got credit for much more than I was responsible for.

"Tex" went out of his way to get both Gen. Scott and Gen. Holloway to attend, and both really enjoyed the event. We were even blessed to have Kermit Weeks bring his "Tiger" painted P-40 to the show!

In years to follow, we had the Doolittle Raiders, the Eagle Squadrons, The Pearl Harbor Veterans, and a full out AVG National reunion event (by their request by the way). I shared some great times with "Tex" and the Tigers at Oshkosh, Howard Pardue's annual show in Breckenridge, TICO, and more. After the show, I found out that the trip that "Tex" and Mazie Hill turned down to come to our AirShow had been a "State" visit, 1st class, all expenses paid, a huge tour and public honors from China's government. He would rather come to visit his old friends, and help out our AirShow. That's my kind of people, and I'm so very proud to have known him, and called him my friend. By the way "Jing Bow" is Chinese for "Air Raid". It is also Flying Tiger code for "The Party Is On!" I'd like to think the controller at Heaven's Tower has just sent out a message....."AVG #48 cleared to land, runway 27 due West. Taxi to main hangar a "Jing Bow" has been issued!"

Kevin Quinlan

DID YOU KNOW?

Bob Keeshan (Captain Kangaroo) served as a Sergeant in the U.S. Marine Corps and was awarded the U.S. Navy Cross for bravery at Suribachi on Iwo Jima.

Lee Marvin, the actor, was a private in the U. S. Marine Corps, was severely wounded at Iwo Jima and was awarded the Navy Cross.

Mr. Rogers (Mr. Rogers Neighborhood) was a U.S. Navy Seal and served in Vietnam, became an ordained Presbyterian minister after the war and dedicated his life trying to lead children on the right path.



MEMBERSHIP DINNER 20 OCTOBER 2007



**Russell E. Gackenbach
Navigator
393rd Bomb Squadron**



Our recent Membership meeting on October 20th brought out a lot of people interested in our “living history” presented by our guest speaker, Russell E. Gackenbach. Russell presented a slide show along with very detailed information about his days as a navigator flying with Paul Tibbets and crews during the Hiroshima and Nagasaki attacks on Japan during August of 1945.

The above photos of Mr. Gackenbach, along with Ann James, Bob Boswell and Frank Pound, are during a presentation by Russell to the VAC of the autographed nose art of all the B-29’s of the 509th.

Ironically, we received a notice of the passing of Paul Tibbets on November 1, 2007. Tibbets had been our special AirShow guest a few years ago. He died at his Columbus home after suffering from a variety of health problems, at the age of 92.

**RESTORATION PROJECT OFFICER
GEORGE GRAEFE**

Veteran’s Day is the time of year we pay tribute to our men and women in uniform who served both past and present. November 9th, 10th and 11th, the Valiant Air Command Warbird Museum offered free admission to all active and retired military and all Brevard County Residents. We of the Grumman Gremlins, along with

all the other volunteers prepared for the influx of visitors. The F-14 Tom Cat, A6A Intruder and the F9F-5 Panther were available for photo opportunities. Stands were provided to view the cockpit and take pictures. On Saturday Scott MacLeod from the N.A.S.A. Astronaut Program signed autographs.

Refreshments were available and many visitors enjoyed a hot dog while viewing some of the hottest aircraft of the past era.

George “Dutch” Graefe
Restoration Project Officer

Answer to Question of the Month:
P-51 Mustang, 4,950

**INHOFE LEGISLATION ALLOWS VETERANS TO
SALUTE THE FLAG**

26 July 2007 – Washington, D.C. – U.S. Senator Jim Inhofe (R.-Oklahoma) today praised the passage by unanimous consent of his bill (S. 1877) clarifying U.S. law to allow veterans and servicemen not in uniform to salute the flag. Current law (U.S. Code title 4, Chapter 1) states that veterans and servicemen not in uniform should place their hand over their heart without clarifying whether they can or should salute the flag.

“The salute is a form of honor and respect, representing pride in one’s military service,” Senator Inhofe said.

“Veterans and service members continue representing the military services even when not in uniform.

“Unfortunately, current U.S. law leaves confusion as to whether veterans and service members out of uniform can or should salute the flag. My legislation will clarify this regulation, allowing veterans and servicemen alike to salute the flag, whether they are in uniform or not.

“I look forward to seeing those who have served saluting proudly at baseball games, parades, and formal events. I believe this is an appropriate way to honor and recognize the 25 million veterans in the United States who have served in the military and remain as role models to others citizens. Those who are currently serving or have served in the military have earned this right, and their recognition will be an inspiration to others.



**FROM THE FRONT COUNTER
CRYSTAL, GINGER & SANDY**

Happy Holidays & Season's Greetings!

We hope everyone has a Memorable Holiday and safe driving to all!

Come and shop early for the Holidays, don't wait until the last day to shop!

We have Children's Bomber Jackets and Franklin Mint Airplanes 10% off.

2008 Warbird Calendars in time for Christmas!

Used books, reasonably priced.

Come in and browse the Shop for Christmas!

Please don't forget TOYS FOR TOTS, the collection box is in the Gift Shop until 15 December 2007.

From all of us, Happy Holidays!!!

A Special THANKS to all who helped with Open House.

**GEORGE T. DAMOFF
AIRSHOW CO-CHAIRMAN**

AirShow 2008 – Second Meeting

The second meeting of Airshow 2008 was held in the museum canteen and was well represented. The first order of business was to address each item on the airshow task sheets. There are currently 140 items listed. Anyone interested in the listing can obtain same from George Damoff.

Some of the more informative items that may be of interest follow here.

New Hold Harmless Form – Our VAC attorney, Jerry Trachtman noted that the form will be available next week. All worker/members and non-member volunteers will be required to fill out and sign this form.

Press Day Luncheon – This event will require further evaluation and discussion to determine the location and then funding requirements. Additional donations may be required to make this worthwhile event happen.

AirShow Tickets – The formatting of the various tickets has been completed and ready for printing. Good job Marilyn.

ATM Machine – This is a new item and will be on site at the airshow. Coordination with a local bank for procurement will be done this coming week. This will boost vendor sales as many do not take credit cards. Cash only.

Antique Car Show – This item was brought forth in the last meeting and will be worked by Norm Lindsay, Facilities Director.

Aircraft Wheel Chocks – It seems that at the last airshow there was a shortage of chocks and none available to park planes by the museum hangar. It was noted that six (6) more sets will be required.

Museum Ramps and Gates Security – This was brought forth at the last meeting as a safety and security problem by Ed Ehrenspeck. An additional person was required to that the North and South gate are manned for the duration of the airshow. This additional person is now Joe McGrath, who is a new member and attended this airshow meeting. Welcome aboard Joe.

Hotel Shuttle Vans – Rosalee Beltzner informed the group that the operating hours will be extended to eliminate a long existing problem.

AirShow Pyrotecnics – This item will no longer be pursued due to lack of funding.

B-17, B-25, P40, C-47, C54 – No secure commitments, except our C-47, but will continue to be worked.

AirShow Scenario & Air Boss – It's official! Ralph Royce from the Galveston Lonestar Museum will be here. Welcome back, Ralph.

Hotel, Military/Paid Acts – The rooms are booked and invitations have been sent.

Ads, Advertising, etc. – Is well on the way and under control, reports Frank Pound, Public Relations Director.

Program Sales – Florida Institute of Technology will do the program sales this year.

Although the preceding does not cover all tasks/items discussed at this meeting, there was a lot of free

discussion and ideas brought forth. Thank you one and all for participating.

We had five new attendees sin in at this meeting and they are eager to get assigned to a task. They are Helen & Tom Jones, Penny Fulier, Michael Greco, Ralph Schuiling and Joe McGrath. For all the membership, a hearty welcome aboard!

The next AirShow Meeting will be Saturday, 12 January 2007 at 12:30 P.M. Remember pizza will be served at noon.

George T. Damoff
2008 AirShow Co-Chairman



AIRSHOW SEED MONEY

It's almost AirShow time again! Once again, we are requesting "Seed Money" to help cover the many items that are necessary to put on the AirShow. We appreciate your continued support. And, of course the "Seed Money" checks are the first checks to be returned. Thank you for your help!!!

AIRCRAFT FOR SALE

LM-1. Fuji Heavy Industries of Japan
Beechcraft built under license '55 – '57 in Japan
It appears to be a cross between a T-34 and a Bonanza.
It is similar to an old model debonair.
Single engine, 4 place seating, Olive Drab Japanese Military colors,
\$40,000+ in radios, extra engine – needs to be rebuilt
The annual has been done and the plane is completely airworthy, 7 hours SMOH, it has always been hangared. Pictures available. Pricing is \$99,000.00

The Fuji was owned by the late Dr. Willis L. Webb of Ft. Valley, Georgia. Willis was an original sponsor of the Fuji (LM-1)

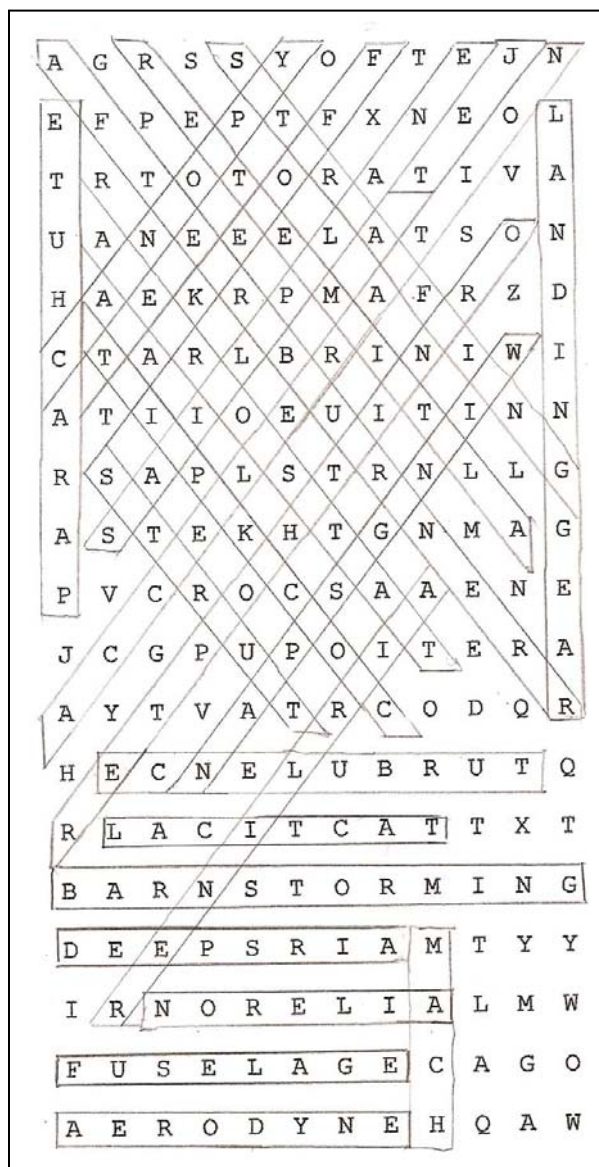
Contact Greg Webb at 404-285-1710 for more information

GREETING CARDS FOR SOLDIERS

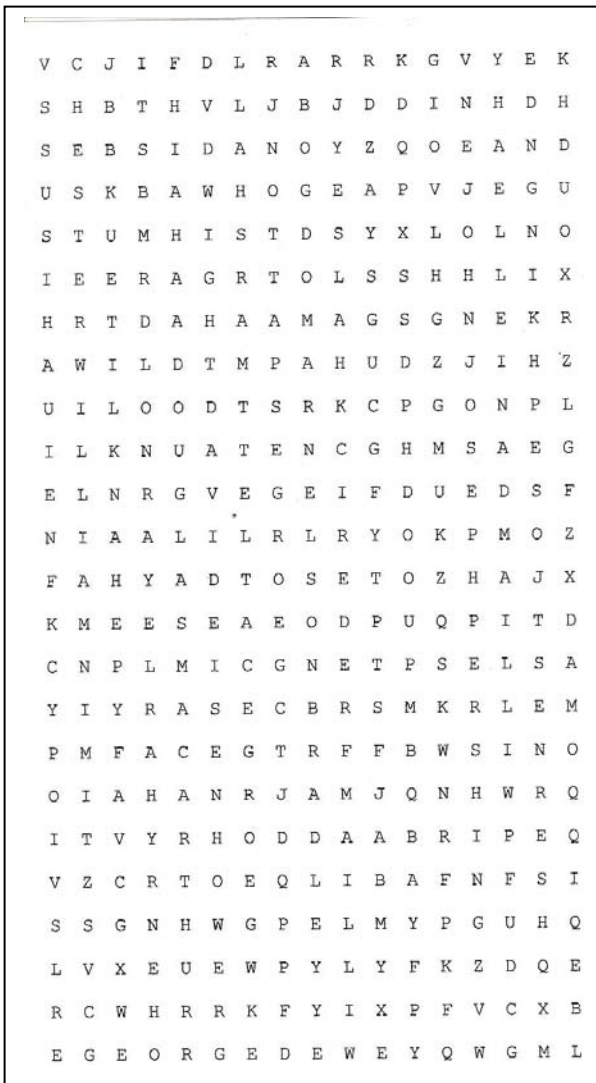
When sending your Christmas or other greeting cards, please include the following:

A Recovering American Soldier
C/O Walter Reed Army Medical Center
6900 Georgia Avenue, N.W.
Washington, D.C. 20307-5001

SOLUTIONS AVIATION TERMS PUZZLE



WORLD WAR II GENERALS



Henry Harley Arnold
Omar Nelson Bradley
George Dewey
Dwight David Eisenhower
William Frederick Halsey, Jr.
Ernest Joseph King

William Daniel Leahy
Douglas MacArthur
George Catlett Marshall
Chester William Nimitz
George S. Patton, Jr.
John Joseph Pershing



CHRISTMAS PARTY MENU

December 8, 2007

APPETIZERS

Asparagus Bundles wrapped in Bacon and Parmesan
Assorted Veggies with Ranch Sauce
Fruit Kabobs
Focaccia with Tomato & Onion
Cauliflower 'Broccoli Pate' with Assorted Crackers

DINNER

Roasted Turkey with Stuffing
&
Cranberry Relish
Baked Ham
Scalloped Potatoes
Green Beans with Bacon & Pinenuts
Mixed Salad Greens with Ranch or Italian Dressing

DESSERTS

Chocolate Cream Pie
Cream DeMenthe Cake
Coffee & Tea

\$20.00 Per Person

Happy Hour 5:30 pm – Dinner 6:30pm

Entertainment – "Good Time N' Band" (Blue Grass)
Door Prizes

Above is the menu for our Christmas Party. We have a new caterer and entertainment this year and look forward to seeing you there! Please call ASAP for reservations. Reservations must be in by December 01, 2007.

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NEXT AIRSHOW MEETING - 12 JANUARY 2008

Meeting at 12:30 P.M. Come early for pizza!

**MERRY CHRISTMAS
AND
HAPPY NEW YEAR**