



# UN-SCRAMBLE



OFFICIAL NEWSLETTER OF THE VALIANT AIR COMMAND, INC.

6600 Tico Road, Titusville, FL 32780 • (321) 268-1941 • www.vacwarbirds.org

3rd Quarter Review

July, August, September

2014

*9-13-2014 Fly-in Breakfast- Mother Nature attended as well with a beautiful double rainbow*



*9-13-2014 The first of many AirShow Meetings*



### Overhauling and Refurbishing Our F-86 Sabre Jet



*Starting to remove engine*



*Tail section*



*Engine exposed*



*Overhauled engine*



*New engine installed and going back together*



*Last minute discussion*



*Lloyd Morris and Doug Matthews*



*Getting tower clearance*



*Ready to taxi*



*Lift off*



*Doug Matthews, Test Pilot*

VALIANT AIR COMMAND  
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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

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MUSEUM AND GIFT SHOP

**OPEN 7 DAYS A WEEK - 9AM TO 5PM**

**Closed Thanksgiving, Christmas and New Year's Day**

**Adults \$20.00 - Senior or Military \$18.00**

**Children 5 to 12 years old \$5.00**

**Children under 5 years old - No admission charge**

**Special Tour and Family Rates Available**

**The  UN-SCRAMBLE Team**

*Lorraine Juhl - Phyllis Lilienthal - Genie Owens*

1st Quarter - Jan, Feb & Mar

Submission deadline - Mar 27th · NL Published - April 6th

2nd Quarter - April, May & June

Submission deadline - June 20th · NL Published - June 30th

3rd Quarter - July, Aug & Sept

Submission deadline - Sept 20th · NL Published - Sept 30th

4th Quarter - Oct, Nov & Dec

Submission deadline - Dec 20th · NL Published - Dec 31st

Please note: Items submitted after the submission deadline will not be published or will be published the next month if appropriate. This is necessitated by printer deadlines. The Un-Scramble is no longer being printed "In House".

**Please call us if you have an address change. We want you to be sure to get your copy of the Un-Scramble.**

This Newsletter is available electronically; just call (321) 268-1941, give us the "OK" and your email address and we will do the rest.

We are commissioning a new website at [WWW.VACWarbirds.net](http://WWW.VACWarbirds.net). It should be available on or around September 26, 2014. That will become the principal site for the organization.

***Future Events - 4th Quarter - 2014***

(Dates are subject to change or cancellation - Please confirm all dates before attending.)

11 Oct----Fly-In/Drive-In/Walk-In Breakfast  
 13 Oct----Columbus Day  
 21 Oct----Board of Director's Meeting  
 Nov 2----Daylight Savings Ends  
 4 Nov----Election Day  
 8 & 9 Nov----Veterans Day Open House  
 15 Nov----AirShow Meeting -Noon in Library  
 18 Nov----Board of Director's Meeting  
 27 Nov----Thanksgiving (VAC closed)  
 12 Dec----Member's Christmas Party  
 13 Dec----Fly-In/Drive-In/Walk-In Breakfast  
 16 Dec----Board of Director's Meeting  
 25 Dec----Christmas (VAC closed)

COMMANDER'S REPORT

We're starting to plan our 2013 TICO Warbird AirShow. We had our first organizational meeting Saturday, September 13. Our Operations Officer Bob Boswell will discuss our theme and the planning process. My job is to make sure we can afford it. So please

consider how you can support the AirShow. Contact me at the Valiant Air Command and we will be delighted to accept your (generous, I hope) donation. Thanks in advance.

I had a very interesting experience on my trip to the National Air Races in Reno. I found out that we may be a small town, volunteer-run operation, but our reputation for excellence extends across the aviation community. Some very influential people told me they hold us in high regard. It left me feeling very proud, and you should be too.

We do have a busy fall schedule. In particular, let me invite you to join us at our Veterans Day Weekend Open House, November 8-9.

Thanks again for the great support.

Lloyd Morris,  
Commander

### **EXECUTIVE DIRECTOR'S REPORT**

In my last report I discussed the dedication of volunteers, citing the wonderful group of volunteers at the V..A. C. . It is unfortunate that we can't publicize these dedicated individuals more than we do but I know that those members who live close enough to regularly visit the museum see the day to day efforts of these volunteers who donate their energy and talent that keeps the museum growing in a positive direction. If you visit the museum periodically you can see how Don Leathers keeps adding to and improving the displays in our Memorabilia rooms. Ann James and her very dedicated Ladies can be seen many times a month supporting luncheons, dinners, the monthly fly-in breakfast and other events which bring in money and help to show off your museum to many outside groups. As I approach my 20<sup>th</sup> year on the Board I look back with amazement as to where we have traveled, mostly under Lloyds' many years of leadership. The members who planned the building of the museum and acquired the funding for its construction had the vision to recognize what could be achieved by hard work. Pre-construction members Leo Kerwin,

Bob and Ann James and others have been an active part of our reaching the place we are today. Along with growth comes added expenses which have been prudently managed through planning and the generosity of a few dedicated supporters. Without them we would not be able to grow as we have. Please keep up your dedication to the goals of your Museum and AirShow and help to tell the world the history of Military Aviation through supporting your Valiant Air Command Museum and AirShow.

N. C, "Bud" Evans.  
Executive Director

### **OPERATION OFFICER'S REPORT**

We have had very busy summer for the VAC. Aircraft restorations have continued and flight operations have supported a number of memorial and community events.

Our Monthly Second Saturday Fly-In or Drive-In Breakfast continues to bring members, friends and first time visitors to the museum. The next breakfast is set for Saturday 11 October. It is best to arrive before 10:00 for a full selection of meal items.

Our first TICO WARBIRD AIRSHOW 2015, INC general volunteer meeting was held on Saturday, 13 September. Light turnout for this meeting. The overall plan for our next air show was provided and all of the required tasks reviewed. Lunch was provided. Dates for the Warbird AirShow are Friday, Saturday and Sunday March 13-15. The main theme will be a Special Salute to all Vietnam Veterans. Media Day will be at the Warbird Museum Main Hangar on Thursday, 12 March 08:00-Noon. There will not be a Thursday evening dirty flight party. We will keep late registration open in the main hangar Thursday night. Friday, Sat & Sun will be day shows as we have done in the past. Friday night we will host a dinner with entertainment in the main hangar. Each Team Leader needs to scrub their tasking's, review their requirements and provide an input to me as quickly as possible. Our plan is to have posters and tickets ready for our Veteran's

Day Weekend Open House on Saturday and Sunday, 8-9 November.

The next Warbird Airshow 2015 volunteer meeting will be on Saturday, 15 November at 12:00 Noon. We have a new electronic AirShow Volunteer sign-up process on our web site. If you would like to be a volunteer to work the AirShow you need to go to the web site ([www.vacwarbirds.net](http://www.vacwarbirds.net)), select the Volunteer Link to the Volunteer page and sign up.

8-9 November the VAC will host our annual Veterans Day Weekend Open House.

Same plan as the past Memorial Day event. Lady Volunteers will set-up and run the food line. We will have a booth to sell air show tickets and hand out flyers. Pass on to your neighbors and friends not to miss our Veteran's Day weekend Open House. FREE admission for all Military Active or Retired and all Florida Residents - with an ID. Once again we will require a good number of volunteers to assist with this open house.

The following is a list of planned events for the C-47:

Friday, 23 Oct C-47 to the National Parachute Test Center (NPTC), RTB Sunday.

Friday, 31 October C-47 to the Stuart, FL AirShow; RTB Sun. PM.

Friday 7 November, C-47 to Ft Myers, static display, RTB Sat.

24 December, Santa Para Drop on the Cocoa Beach, launch from Bear Air at MLB.

The VAC Christmas Dinner will be held at the Warbird Museum on Friday, 12 December. Be sure to call the gift shop (321) 268-1941 to make reservations.

Thank you for your continued support.

Bob Boswell,  
Operations Director

### **MAINTENANCE OFFICER'S REPORT**

Our thanks to Tom Reilly for making up the new hoses for the replacement right engine. He donated new hose material and using the old hoses was able to fabricate replacement units. Most of the old Aeroquip

end connections were reusable however it is a time consuming task to reposition the end fittings from the old hoses to the new ones.

The C47 maintenance crew removed the old engine and installed the overhauled one. All the accessories that were in the engine oil path required flow through cleaning to remove any metallic contamination generated by the failed right engine. This included the propeller and of course new seals for same. The oil cooler internal cleaning was beyond our local capabilities and had to be sent out for a complete overhaul at an FAA approved shop.

All of the lines that carried fuel, oil or hydraulic fluid had to have fire sleeve covering. This task was accomplished by our C47 crew.

On Saturday (9/20/14) we were able to run both engines but our efforts were restricted by a couple of oil leaks. The weather closed in and the heavy rain required us to move back into the main hanger with the C47 and two other aircraft that reside in front of the C47. Once the oil leaks are corrected we will continue the run up checks.

We hope to be flying soon. The 100 hour checks have to be completed prior to the test flights and they should be done in the next week or two.

Robert E. James,  
Maintenance Director

### **PERSONNEL OFFICER'S REPORT**

"It's been a busy summer in the personnel office. Many of our snowbird volunteers headed north so a big thank you to the folks who sweated out the heat and rain and were so flexible in picking up the efforts needed to keep things running.

Over the summer we pilot tested a volunteer service tracking system to make out volunteer recruiting and scheduling much easier. It's now up and operating and over 50 team members are registered and using it on a daily basis. We logged over a thousand hours of volunteer effort in the first few weeks of operation. This will really help our grant

applications and truly reflect the amazing level of effort our volunteers invest in the work of VAC. We will be using the system to register the volunteers supporting the AirShow. More to follow on that as the plans come together.

If you, or someone you know is interested in volunteering at VAC, please direct them to the "Volunteering" tab on our website and the Personnel Office will take it from there.

So as we head into the Fall we are starting to think about the Volunteer support for the AirShow. As usual there will be many opportunities to contribute at the show. The minimum commitment is 4 hours on one of the three days but most people do much more. If you are interested please register online and we will be in touch as we start to get assignments planned out.

As ever, a heartfelt thanks to all of the fine people who volunteer at VAC! It's a great team as evidenced by all the amazing things we accomplish.



(Post new engine test)

Whenever I give a tour, people are amazed that so much of what happens here is accomplished by volunteer effort. Thanks for all you do!"

David Rees,  
Personnel Director

## **PUBLIC RELATIONS OFFICER'S REPORT**

There's an old joke about the two pilots who go to Port Canaveral and see a sign that says "Free trip to the Bahamas." They step inside and next thing they know they're chained to

the oars on a rowboat, pulling a garbage scow to Nassau.

The bomber pilot says "Well, maybe they'll fly us home. The fighter pilot replies "I don't know. They didn't last year".

That (sort of) relates to what we're trying to do right now. We're changing a lot of the ways we do business. Change can be intimidating, especially for those of us who love tradition. But we need to adapt to the world around us, and learn to use the new tools and methods that are available. Mostly, we have to study and learn how we really do (and should) operate, take the best ideas we have and the best ones we see, and create new things that work for us. Our new kids on the block, Finance Officer Shannon Rubin and Personnel Officer David Rees, bring wonderful energy and innovation to these challenges. So bear with us for a bit – I think you'll like what we do.

It's been a relatively quiet summer, filled with writing grant requests for a variety of opportunities. The community values the Valiant Air Command as an institution, and as an economic contributor. The process also gives us a chance to interface with other organizations, and to reinforce our standing in the "Inner Circle" of local decision makers. Actually sort of fun, except for using the word "innovative" way too much.

We will host several community events over the next few months, especially our Veterans Day Weekend Open House November 8 and 9. We have begun planning the 2015 TICO Warbirds AirShow. We will honor our Vietnam veterans on the 40<sup>th</sup> anniversary of the end of that conflict. Stay tuned as Lloyd, and Operations Officer Bob Boswell share their thoughts on the upcoming event.

We said farewell to two of our heroes this summer. Col. Bernard Fisher was awarded the Medal of Honor for landing his A-1 Skyraider on an airfield that was being overrun by the Viet Cong, and picking up a fellow pilot who had been shot down. Col. Larry Guarino fought in three wars, was awarded the Air Force Cross, and was an

inspirational leader during over seven years as a captive of the North Vietnamese. We honor these warriors, the best that our nation has to offer.

Ron Davis,  
Public Relations Director

### **A NOTE FROM ANN JAMES**

After a wonderful summer we kicked off the events schedule for the fall with a very

patriotic Military Promotion Celebration in the Vietnam Hangar on August 29th. I appreciate all the help that made it so special for the family.

Next on the schedule is September 26th, a Florida Conference for the Quiet Birdman flying group. We will be hosting over 300 members for lunch on that day! One of our biggest events yet. Our volunteer ladies will make us proud!

On October 23rd, we have a wedding rehearsal dinner for approximately 70 people. And on October 25th we will host an evening event for Honor Flight - A fund raising event for the Veterans' flights to Washington, and expect about 150 people.

And then it's HOT DOG time for the Veterans Day Weekend on November 8 & 9th. Lots of fun there with the crowds, music, cars and planes. Our hot dog sales area is always a big hit with the crowd.

Our Christmas Party will be a little different this year. We will have it on Friday, December 12th. We are trying hard to schedule without so many other events

conflicting with dates. Yankee Trader game will be back for fun this year! Greg & Christine Zahornecky will be here to delight us with Christmas dance music!

Thanks to all of you who help so much! Welcome to Dianne Post, a new volunteer and to Virginia Taylor who will be our new addition as the Events Coordinator for our commercial events. Welcome aboard!!

Have a wonderful fall!  
Ann James

## **RESTORATION OFFICER'S REPORT**

### **F-16 VIPER**

Things are going along at our usual pace except for our added task of fabrication of a new mounting rail assembly for our F-16 Viper tail pipe after burner nozzle assembly. We received the after burner nozzle assembly from the Vermont Air National Guard for our F-16. Now the task of fabricating a mounting attachment so we can attach the nozzle section onto the aircraft instead of attaching it to the engine assembly, which is not available.

### **F-86 #2 SABRE JET**

Reconstruction of the nose assembly of the



F-86 #2 continues with the fabrication of new doublers and added gussets to support the new skin assemblies that had to be fabricated.

### **CANBERRA (B-57)**

The main entrance door has finally been completed with the addition of a new fabricated replacement skin.

We also had to order a new lock assembly and install it in the door.

Work is still ongoing on the repairs to the lower aft fuselage tail bumper area.

George (Dutch) Graefe,  
Project Restoration Officer

### **FROM THE GIRLS IN THE PX**

Alright..."Good Bye" to another long hot summer!

All in all we had a good summer, hope everyone else did as well. I know we are all ready for cooler temperatures and a new season.

Now is the time to look forward to the upcoming holidays. When you decide to start your shopping don't forget to stop in and see us first. We have something for everyone on your list (all ages) and then some. Members get 10% off all purchases. Give a Gift Certificate if in doubt.

We hope everyone has a safe and BLESSED holiday season.

Hope to see you soon.  
Pam & Anita

### **A NOTE FROM PHYLLIS LILIENTHAL**

I would like to thank everyone for all the cards, flowers, get well wishes, visits and prayers during my recovery. Open Heart Surgery is not an easy operation and you all have helped to make the recovery road easier.

Thanks again.

Phyllis



### **WAR STORIES & WAR MEMORIES**

*The Un-Scramble will publish War Stories and War Memories from VAC members when and if there is space available. We reserve the right to reject any submissions for any reason. The Editor.*

### **AVIATING WITH EVANS**

#### **Hypoxia**

Oxygen failure is a serious and seductive danger all pilots (and passengers) face while

flying at high altitudes. In recent years the danger of civil aircraft suffering loss of cabin pressurization resulting in the occupants, including the pilots losing consciousness and the aircraft eventually crashing. The famous golfer, Payne Stewart was the first worldwide publicized event in his chartered Learjet obviously having loss cabin pressurization resulting in all occupants including the flight crew passing out and eventually dying for lack of oxygen while the aircraft flew until running out of fuel and crashing. Just a few weeks before writing this story a highly experienced pilot and his wife apparently suffered similar cabin pressurization loss and their aircraft flew on auto-pilot more than a thousand miles, crashing off the coast of Antigua. I discuss this in this article as it brings back some personal experiences during my early career of flying high altitude in pressurized jet fighter cockpits where all systems are under the singular control of one person. The failure to do the job correctly has the ultimate influence on the life of that one person. My first encounter with that most deceptive feeling of being in dreamland occurred several months after I began flying the F-80 "Shooting Star" with the 1<sup>st</sup> Fighter Group at March Field, California in early 1948.

The altitude chamber was a required training tool which I had gone through once sometime during my WW-II and subsequent Reserve and National Guard flying but I had never flown regularly above 25,000 feet until joining the 1<sup>st</sup> Fighter Group. Our cockpit pressurization system when it worked, provided a lower cabin altitude than the actual altitude but at higher altitudes the cabin altitude was often above 15,000 feet. That required regularly monitoring the oxygen system to assure you that you were getting the proper amount of oxygen. This was accomplished by checking the "blinker" on the cockpit oxygen system regulator. My first encounter with real hypoxia occurred on a flight where we were practicing spread combat formation at 36,000 feet altitude over the Mojave Desert near Victorville, California. We were scheduled as a 4 ship flight but the

number #3 pilot had to abort so I was flying in that position. Our spread combat formation required that I fly in loose element formation and during the turns I was required to cross under the other 2 aircraft and retain a spread position about 500 feet lined abreast and 500 feet below the altitude of the lead element. When we leveled off at 36,000 feet altitude I assumed my spread formation position and we immediately made a 90 degree left turn. I was concentrating on being in the proper position but also realized that something didn't feel exactly right. I knew that my cockpit pressurization system was not working so my cockpit pressure was 36,000 feet. I made a quick check of the "blinker" on my oxygen regulator located on the lower left side of my cockpit. It confirmed that the indicator "blinker" showed that I should be receiving oxygen. I still felt unusual and flipped my regulator control to full 100% oxygen and saw that the blinker indicator showed that I should be getting complete flow to my mask. About that time I noticed that the lead element was making a turn into me and I had this strange visual distortion ----  
-Where did those other 2 F-80's come from???'----- I am about to fly into them-----  
-----Got to get away from hitting them-----  
-----push the control stick to avoid hitting them-----Where did that mountain lake come from???'-----'How did it get up here at 36,000 feet???'-----What's that screaming "Pull out, pull out" screaming in my head set?-----Gotta pull back on the control stick but it's welded solid in place-----  
----That lake is the Big Bear Mountain Lake and the ridge above it is the top of Big Bear Mountain and I'm heading straight down at maximum speed and I've got to do something very quickly or I'm going to fly straight into the lake. Almost immediately I am becoming aware that I have suffered "Hypoxia" and began trying to comply with my flight commanders screaming over the radio for me to pull out of my "Death dive"! I was regaining my awareness of my serious position of diving straight at the Big Bear Mountain Lake and needed to regain control of my P-80 which was in a terminal speed

dive. I could barely comprehend the rate of speed and descent I was experiencing but gained enough strength to pull hard on the control stick to raise the nose of the aircraft enough to prevent crashing into the lake and then clear the top ridges of the mountain. Captain George Gleason, my Flight Leader had been screaming for me to "Pull out" for some time but I was unaware of anything until I saw the lake filling my windscreen. Once I regained consciousness it seemed as though I was pretty much awake, although couldn't comprehend right away as to how I got there? Clearing the mountain top ridges did not completely solve my problem as I was in a high speed dive and although I had pulled the throttle to idle and extended my speed brake, I was descending into a mountain pass with the San Jacinto Mountain on one side and Big Bear Mountain on the other. Both were over 10,000 feet high. It didn't occur to me that just about all of the Los Angeles air traffic to and from the east used the pass as must airlines were flying unpressurized aircraft and flew through the pass below 10,000 feet altitude. Fortunately I didn't see any other aircraft as I was too busy trying to gain control of my "Shooting Star" to notice if there was any. I managed to pull out of my dive safely and pretty much regain some reasonable sense of what had happened to me and with the exception of a splitting headache I was fully in control of my aircraft and my situation Captain Gleason called me and advised me to return to March Field and land immediately. (He had both of his 165 gallon tip tanks "Implode while chasing me in my dive and couldn't continue keeping me in sight). I replied that I needed to work the "cobwebs" out of my head and spent the next 15 minutes performing acrobatics before returning to March Field for an uneventful landing. The maintenance crew found a failure in the oxygen system that they said was very unusual but it allowed the indicators to tell the pilot that it was working normally but that the pilot was actually not getting oxygen. I learned some things that saved me several times during my long flying career. They tell you when you go through the pressure

chamber for your altitude training that you should look for some physical signs or indicators that you are not getting adequate amounts of oxygen. I didn't notice the signs in the chamber rides but they were forever with me in actual flying conditions. One is a numbness in my lower lip and a flush feeling in my cheek just below my left eye. These have re-occurred to be indicators that very probably saved my life several times. To all who fly above 10,000 feet my advice is to be aware of any unusual feeling and don't wait for any other warnings as it will very likely be too late. If you are a pilot who flies above 15,000 feet regularly, I can heartedly recommend that you attend an altitude chamber course and do your best to identify those indicators that occur to you before you pass out. Carry them in your mind whenever you are flying above 15,000 feet.

I visited Big Bear Mountain Lake several times with friends during the months following this incident and I always had an uncomfortable feeling while swimming in that

very cold deep water that it could have been my final resting place.

N. C. "Bud" Evans ©

## **PROCUREMENT OFFICER'S REPORT**

### **INVENTORIES**

We completed a full inventory of all Museum items on loan from the U.S. Marines, Air Force, and Navy. The Navy report included 80 photographs and identifying write-ups for each item.

### **F-16 AIRCRAFT NOZZLE**

We finally obtained a F-100 engine nozzle from the Air Force. This completes restoration of the F-16 airplane before displaying it in the hangar.

### **F-100F AIRPLANE**

Have established contact with the U.S. Army Loan program people and G.L. Martin Maryland Aviation Museum concerning possible transfer of a F-100F airplane to the

VAC. Coordinating with G.L. Martin Museum on paperwork. The F100 airplane at the Arkansas Air Force Base is still on hold.

### **PG-185 HUMMING BIRD GLIDER**

The famous glider has been officially awarded



*(Photo similar to the Smithsonian glider)*

to the VAC. However, delivery has been delayed by paperwork problems and being signed off by the head of the Air and Space Museum.

### **CANBERRA/TBM DISPLAY SIGNS**

Drafts of new signs for the aircraft have been made for final review.

Bob Frazier,  
Procurement Director



**VAC**



**CHRISTMAS**



**DINNER**

December 12, 2014

*Happy Hour - 5:30PM to 6:30PM  
Cash Bar • Music by Greg  
Dinner to Follow*

*The YANKEE TRADER Game is back by popular demand!!  
Bring a \$10 gift to exchange, one per couple.  
Can be a good one or a white elephant gift. Your choice.*

**\$25.00**

*Menu*

**\$25.00**

*Salad - mixed greens*

*Braised Beef Tips / Glazed Ham with Pineapple Sauce*

*Roasted New Potatoes / Green Beans Almandine*

*Pumpkin Pie + Mini Tarts*

*Food Tea + Coffee*



**Reservations Required - 321-268-1941**

Valiant Air Command, Inc.  
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Bob Boswell and Lorraine Juhl man the VAC table at the Brevard Zoo.  
*(Raffle winners shown above)*

## MEETING? LUNCHEON? PARTY?

**TRY US FOR A TRULY UNIQUE EXPERIENCE !**



We can accommodate your business meeting, luncheon, wedding, reunion and most any other special event.

*Our staff can assist you with your planning and catering needs*



**OPEN  
7 DAYS  
A WEEK  
9AM TO 5PM**



Our facilities can support several hundred people in our Warbird Hangars. Be part of history as you hold your event surrounded by vintage aircraft. Go back in time as your guests browse the displays and exhibits.



Valiant Air Command Warbird Museum, 6600 Tico Road, Titusville, FL 32780  
**(321) 268-1941 • [www.vacwarbirds.org](http://www.vacwarbirds.org)**