

PROP NOISE

The Membership Newsletter for The Military Aviation Museum

Spring 2012

2012 Warbirds Over the Beach

Join us for the Annual Warbirds Over the Beach Air Show May 19 & 20 at the Virginia Beach Airport. The Museum's aircraft from the 1940's and earlier, which are all meticulously restored to flying condition will be on display and flying maneuvers. Plus, more aircraft will be on display from other museums and personal collections from all around the country. You will truly feel like you have stepped back in time with hundreds of re-enactors on site representing all facets of World War Two troops with continuous musical entertainment from the 1940's. Beginning Saturday morning, this event runs throughout both days. For ticket prices and packages, please visit our website www.VBairshow.com. Enjoy the re-enactors set up encampments, watch the visiting warplanes arrive, and explore all our Museum has to offer Friday, May 18 for the Admission price of the Museum.



Museum aircraft overflying wartime London

Travel to the warmth of Virginia Beach, alongside the bright sunshine of the Atlantic shoreline, where German submarines once hunted merchant ships in the Gulfstream waters. Look up in the sky, where you will see fighters and bombers of our armed forces patrol the countryside to protect our homeland from the Axis forces. If you are coming from out of town, stay at the historic Cavalier Hotel overlooking the ocean, where you will get the Warbirds Over the Beach Special Rate.

Look to the sky and see WWII Airborne Demonstration Team with their round parachutes, the Museum's B-17G Flying Fortress "Chuckie" along with one of the only two flying Lancaster Bombers in the world, which is just part of the impressive line-up of vintage aircraft that will be on display and soaring above. The P-51 Mustang and Corsair will also be headlining the extensive list of World War II aircraft. □

Military Aviation Museum

www.MilitaryAviationMuseum.org

Virginia Beach Airport

www.VBairport.com

Fighter Factory

www.FighterFactory.com

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The Flying Proms are Back!

The Flying Proms are back! The Symphonic Air Show Spectacular with Virginia Symphony Orchestra at the museum will be held on Saturday, May 5, 2012

In England, "The Flying Proms" is a beloved tradition that showcases the beauty of vintage aircraft flying maneuvers accompanied by live music performed by a symphony orchestra, ending with a grand finale of fireworks. This unique show comes to the



United States, courtesy of the Virginia Arts Festival and the Military Aviation Museum. Picnic on your own blanket or chairs, or reserve VIP seating. To reserve a picnic basket from Taste Unlimited ahead of time, you may call (757) 425-1858. There will be beer, wine and other food vendors to make this evening one to remember! Gates open at 3:00 PM; Concert begins at 7:00 PM. Tickets, \$45-VIP Seating, \$35- Lawn, Students under 25, \$15 Lawn. Don't forget your camera, small binoculars and your patriotic flags and tiki torches for after dark. □

Spitfire the Cat

The part of Spitfire the cat will be played by Nelson Eskey

Then: The Fighter Factory would cease to function if it were not for the presence of its most skilled and knowledgeable mechanic and manager, Spitfire the Cat. Spitfire came to us in the spring of 2001, limping into the hangar bedraggled, frightened and hungry. We fed the poor kitten food from our lunches and gave her a place to sleep. She immediately adopted us. Her name comes from the plane, of course, but not because “we” liked it - she would sleep in its cockpit every night. The association was natural.

Fast Forward 11 years: *Yep, that was me, 11 years ago. Time flies (literally around here!) when you're having fun.*

At my old Fighter Factory in Suffolk, Va. I could chase the mice out of the hangar then stop and watch these crazy people jump out of a perfectly good airplanes and float down to a two-point or sometimes a “cat-like” four-point landing. The sign



Spitfire and the Mig 3

said: “Skydive Suffolk”. Well, go ahead, I’ll watch! And “hotels” like you’ve never seen, the Spitfire (my favorite), Tri-Plane, Hurricane, Tiger Moth (it never growled at me) to name a few.

One day they were working on the Hurricane and had an access panel behind the cockpit off. I thought, what a neat place for a nap, so I jumped in. Well, I woke up when they started the engine and the panel was back on. I figured they’re just going to run the engine up so I lay back down. Next thing I know we’re on take-off roll! Then it hits me - “Test Flight”- I’ve heard about those,

Oh’ “Litter Box”! Let’s see, cats have 9 lives and there goes 1, 2, and 3! I couldn’t tell if we were right-side-up or up-side-down. I would have closed my eyes but it was

dark back there anyway. Back on the ground they opened the access panel and I heard someone say; what was that orange streak that just flew by? Boy, did I get some bragging time with felines after that!

Well, now I’m in my new “digs,” the new Fighter Factory in Virginia Beach. And I’ve been checking out the new “hotels” here! One’s really the “cats meow”, our new B-17, and what a classy joint, with its skylights and picture windows. Then there’s the N3N (my “perch for pictures”), the FW44 and FW190. Decisions, decisions!

Well, we’ve had some new mechanics come aboard since we moved over here so I’d better go check them out and make sure they know who’s boss! Got to keep these humans in line, ya know. I think I’ll go climb in the Spitfire and take a little nap first though. Try to keep the noise down. □

Messerschmitt: On Cooking Pots and Three Wheelers

By Michael Kuhnert

After the ashes of World War Two had settled, German factories and its infrastructure were destroyed. In 1946, Willy Messerschmitt, famed aircraft manufacturer responsible for designing the Me-109, served a two-year-sentence for employing forced labor at his factories during the war. During his imprisonment, the Bavarian provisional government took temporary control of his factories. Due to allied forces law, when Messerschmitt took control again of his factories, he was unable to manufacture aircraft, so began production of cooking utensils, prefabricated houses and electric power supply masts. Messerschmitt also opened a design bureau in Munich where he designed two types of training aircraft for the Spanish: the HA-100 and the jet-powered HA-200. By 1953, the company had also begun the production of a modern sewing machine and signed an agreement to manufacture Fritz Fend’s Kabinenroller three-wheel microcar.

Since this remarkable vehicle falsely went into history books as a Messerschmitt invention, clarification is in order. In 1946, Fritz Fend, who had

worked for Messerschmitt on the design of the Me-262 landing gear, began the design and production of the three-wheel vehicles for war invalids. These single-seaters sold well, bringing Fend’s little firm to the limits of its production capability. He was in serious need of either more capital or a licensed manufacturer. Fend needed a large industrial factory, and Messerschmitt needed product for his factory.



The KR-200 factory in Regensburg, Germany



The KR-200 currently on display at the museum

Messerschmitt realized the shortcomings of the design. The drawings were not detailed enough for large scale industrial production and the segmented plexiglass canopy was unsuitable for mass production. To refine the design, a team of Messerschmitt engineers tried to implement major changes before production started. Working under severe time restraints, the early KR-175 had numerous flaws. Messerschmitt himself actively redesigned several items.

In the process, relationships between Fend and Messerschmitt had become strained, with the former being more of a technical tinkerer and Messerschmitt thinking in the dimensions of a large scale industrialist.

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Ely to the Aerie: When the Newest is the Oldest

by Bob Coolbaugh

Dateline Sunday, April Fools' Day: The sun is slipping into the cypress and oaks of the Great Dismal Swamp. From the Southwest, the drone and then the crackle of airplane exhaust. It approaches, the sound reverberating among the trees for quite a while before an apparition drifts into view, flying at 400 feet, straight for the runway. The pilot, Mark Holliday, wastes no time, running before the twilight. His objective, delivering the newest addition to the rapidly expanding collection at the Military Aviation Museum. He is greeted by one lone mechanic. Together, they push the aircraft into its spot inside the WWI hangar just as darkness falls. The doors roll closed with the plane's exhaust stacks still ticking from the hour's run to Pungo from the fuel stop in NC. That ends a six-day, 1200 mile adventure, the delivery flight of NX44VY, a replica of a 1911 Curtiss Pusher, from NAS Pensacola, Florida. The successful completion of this journey also marks the completion of a much longer odyssey; an aerial adventure which covered over 5000 air miles, retraced one hundred years of Naval Aviation's legacy and touched the lives of many thousands of air show audiences.

The completed chapters of the adventurers with the Curtiss Crew and the 1911 Curtiss Pusher are chronicled at www.elycurtisspusher.com for those interested, compressing 4 years of research, construction and Centennial of Naval Aviation legacy flying into a few words and photos.

This 1911 Ely-Curtiss Pusher is purposely built to replicate just one aircraft. Yes, it is a Curtiss Pusher, vintage 1911, built from copies of factory drawings and faithful in

scale to the originals. However, it is specifically modified to conform to the one Curtiss Pusher that Eugene B Ely flew on January 18, 1911 when he became the first to make an arrested landing aboard a ship. This was a joint experiment sponsored by the US Navy and successfully completed by the plane's manufacturer, Glenn Curtiss, and his test pilot, Eugene Ely. It was built over a three year period with the first test



Mark Holliday flying the Curtiss Pusher

flights in October of 2010, just in time to join the air show circuit as part of the 2011 Centennial of Naval Aviation Celebrations. Over the next 15 months, this airplane and the Curtiss Crew successfully and safely completed 16 Centennial events, flying over 140 hours and 5000 air miles, with stops at nearly a hundred small airports and grass fields enroute.

At each event, the Curtiss and its Crew brought several messages to the audiences. The primary story is the legacy: Glenn Curtiss, Captain Washington Irving Chambers and Eugene B Ely working together to prove the feasibility of aircraft operations aboard ship. The arrested landing Ely made that day in 1911, on a wooden deck constructed over the aft gun mounts of a battle cruiser, was the first link in every subsequent carrier pilot's DNA. That landing and future experiments led to the commissioning of the first carrier, USS Langley, in 1922. Having this flying example allowed audiences of today a glimpse back 100 years, to touch, hear, watch and understand exactly how primitive the technology and how large the challenge these men undertook.

A second message is the tale of a modern dreamer and the actual construction of this unique replica. Aircraft and model builders, aviation historians and pioneer aviation buffs

are all drawn to the plane because there are so few in existence. They are drawn to it as well because it is the only one of its kind to have flown the places it has. This Curtiss was intentionally built to fly cross-country from air show to air show, stopping every hour or so at America's small airports, bringing a bit of aviation history to some very enthusiastic airport locals. To accomplish this dream, a few concessions were made, including a more modern and reliable engine, radios, brakes and a slightly beefed-up structure. Still, the size, look and flying qualities are true to the 100 year old original. And that leads to another message about this Curtiss.

The one question most often repeated was "Did you fly this airplane here?" Everyone we met was certain the plane was trucked to each event. All were certain there was no possibility that the bamboo, steel and wood before them could survive the journey. This skepticism led us into a tale of the road less travelled, a story about pilot skills and determination, high mountains, dense forests and swamps, rocks and rivers, the cold and heat of the seasons, sitting out in the elements. It is a story of the ability and enthusiasm of the entire Curtiss Crew, driving chase with the support vehicle, camping beside the plane at shows and on the road, standing for days in the sun, beside the airplane and in 1910's costume, patiently explaining the history of the plane and its role in the Centennial Celebrations to the thousands of people drawn to the most unique airplane on the ramp. For the Curtiss Crew, it was a difficult 15 months on the road, challenging, dangerous and unbelievably rewarding. At first there were two pilots only, then there were three. At first there was just the builder, but soon the Curtiss Crew grew to about a dozen who shouldered the burdens of the odyssey and shared in the joys and successes. Behind us all, the families at home, wondering when we would make the next destination.

In the end, we could say, "Mission Accomplished" and sit on our laurels with the Curtiss safely tucked in a hangar at home, flown only in calm air and clear skies. However, enter Jerry Yagen, founder of the Military Aviation Museum in Virginia Beach, VA. Jerry had another vision for the 1911 Cur-



The Curtiss Pusher over the Statue of Liberty

Continued on page 4

TG-4 Glider

by "Boom" Powell

Over the past three years visitors to the MAM have already seen the very latest addition to our collection... if they looked up while in the Army Hangar.

The blue and yellow glider suspended overhead is a US Army Air Corps TG-4. TG stands for Training Glider. 4 means it is the fourth type of glider accepted for military service. When the USA began a glider program, the obvious solution for glider trainers was to adapt civil models already in production. The TG-4 was built by the Laister-Kaufmann Company which called it the L-K10.



The TG-4 on display

MAM's TG-4 was beautifully restored by the late Joe Mathias. After enlisting early in World War 2, Joe was assigned to fly gliders. After earning his "G" wings, he was sent to Europe and was the pilot of a massive CG-4 transport glider carrying 13 men and munitions seven miles behind the German lines as part of Operation Varsity, the airborne assault that crossed the Rhine River into Germany. In an interview years later, Joe said, "That glider flew like a truck. We went in at 400 feet, and I could hear the bullets piercing the plywood wings."

Joe had done much of his flight training in TG-4's and some 60 years after last flying one, he closed the circle by restoring and flying the TG-4 now on display. His later career was with Piedmont as captain of jet airliners. He was also instrumental in founding the local EAA chapter of airplane home-builders and restorers and the Tidewater Soaring Society.



The TG-4 gliding into the airport

Get to Know: Captain Walter Ohlrich, USN Retired

As the son of an Air Force aviator, Walt was exposed to aviation very early in life. While living in Oklahoma he soloed his own PT-17 at the age of 17. Realizing his true passion for flying, he joined the Navy after graduation from high school in 1946 and was designated a Naval Aviator in 1950. Walt's 33 years Navy service encompassed tours as a Flight Instructor, Test Pilot and Skyhawk Project Officer with the Douglas Company plus an assignment at the Pentagon. He served with a Fighter Squadron and three A-4 Skyhawk Squadrons. Walt flew one combat tour from the USS Intrepid in Vietnam and was awarded the Distinguished Flying Cross, five Air Medals, Navy Commendation Medal with Combat "V" and the Meritorious Service Medal. Later, he commanded Attack Squadron 95 aboard the USS Shangri-La. In 1978 Captain Ohlrich retired as Commander of the Nuclear Weapons Training Group Atlantic in Norfolk.

Though still in the Navy, Walt was very active in civil aviation. He owned several airplanes and in 1964 began racing in the Reno Air Races in his beautiful F8 Bearcat. He also performed acrobatics in many air shows throughout California. In the spring of 1965, Walt founded the "Warbirds of America" serving as its First Pres-

ident. The term "Warbirds" is now famous worldwide, a name Walt coined for Vintage and Military aircraft. Even today, his name is listed on the contents page of the *EAA Warbirds* magazine page as "Warbird One."

Post retirement, Walt co-authored a book about the SNJ/AT-6 Texan entitled "Pilot Maker" a comprehensive story and history of the famous trainer. One of his first jobs after retiring was flying for the famous "Skytypers", a flight team out of New York. He flew for this group for four years touring the U.S. doing air shows. Walt and his wife, Jeanne, were also active flying their SNJ-



Ohlrich back in the day

5 around the country collecting awards and trophies. In addition, they officiated for 25 years at the Reno Air Races.

In November 1995 Walt was inducted into the EAA Warbirds of America Hall of Fame in Oshkosh, Wisconsin and in November 2006 was inducted into the Virginia Aviation Hall of Fame in Richmond, Virginia.

Currently, Walt and Jeanne are active in the Military Aviation Museum in Virginia Beach and finding it a very great and worthwhile endeavor. Walt started flying for the museum in early 2000 training future volunteer pilots. His favorite planes to fly being the FG-iD Corsair, the P-40E Kittyhawk and the AD-4 Skyraider.

Walt's motto... "KEEP-EM FLYING." □



Curtiss...Continued from page 3

tiss, looking to the future and a long tour of duty in the air and on display with the World War One and Pioneer Aircraft in the Museum's collection. Discussions followed and the 1911 Curtiss Pusher now rests in a wonderful new home, ready to provide years of audiences with the sight and sound of flight a century past.

The Curtiss Crew closes one chapter in a very lucky odyssey, only to open another with Jerry Yagen and his pilots and crew at the Military Aviation Museum. Join us all in the future as we take you far into aviation's past. □

Laister-Kaufmann built 156 TG-4/L-K10's. The wingspan is 50 feet and it weighs 475 pounds empty. For folks who speak Glider, L/D Max is 22 at 55 mph. Laister's earlier design which competed in the 1939 Paris international glider aerobatic contest was red, white and blue and named "Yankee Doodle", hence the "Yankee Doodle II" on MAM's TG-4. When the glider is back in the air it will be only the second one flying in the world. □

The Museum's AD Skyraider

by "Boom" Powell

The design requirements for the Douglas AD Skyraider were conceived during WW2. Although not ready for that conflict, the airplane made up for it by becoming a major factor in both Korea and Vietnam. The "Able Dog's" (from the old phonetic alphabet) ability to carry huge amounts of ordnance and remain over a target or supporting troops, which jets could not do, kept the type flying from US Navy carriers until 1970.

In Korea, the typical air wing was evenly divided between props and jets, but by Vietnam the propeller, conventional radial engine Skyraider was in the minority and required special handling. For one, the 3,000 horsepower R-3350 engines needed time to warm up which jets do not. Listen to pre-launch announcements of the time and you will hear the Air Boss call, "Start the props," ten minutes before, "Start the jets." Another big difference between jets and props like the AD is the prop airplanes can fly off the deck without the catapults the jets need.

What is it like to make a deck run in a Skyraider? Engine start up is normal, (as normal as getting a R-3350 running on all 18 cylinders ever is). The preflight checks likewise are the

same ashore or at sea. When the plane captain has completed them, he throws a salute and passes you to a yellow-shirted director who signals "chocks out" and fans his hands in a "come ahead" gesture. You move the throttle just a bit and ten tons of airplane begin to roll. You tap the wheel brakes to make sure they work and continue moving, steering by stepping on left or right brake until you are posi-



The Skyraider on the deck of a ship

tioned in the landing area and pointed at the bow with 500 feet of deck in front of you. It looks awfully short.

On your right, the launching officer gives an inquiring thumbs up. You quickly check flaps, trim settings and the most important

tailwheel lock. All are where they should be and you give a thumbs up. The launch officer clinches one fist-hold your brakes-and twirls his other hand over his head-go to full power. You push the throttle all the way up and check RPM, MAP, Temperatures and Torque gauge. All are OK and you throw a salute before putting your hand back on the control stick. The launch officer returns the salute and sweeps his arm toward the bow. Taking a deep breath, you release the brakes and start pushing hard on the right rudder to overcome the spiraling prop blast and torque of the four 13 foot long propeller blades. The tail comes up and the AD feels light on its wheels. A glance at the airspeed indicator for flying speed, ease back on the stick and push more rudder as P-factor adds its effect to prop-blast and torque. A small bounce and you are airborne... and there is still deck below you.

Raise the landing gear, raise the flaps, make a clearing turn, reset the throttle and RPM and head out on your mission; which during the Cold War could be 10 hours long and never above 500 feet.

Next time: how to land a Skyraider on a ship. □

Messerschmitt Me 262

The Messerschmitt Me 262 was the world's first operational jet-powered fighter aircraft. Although known as a late-war weapon, designs for the Me 262 actually began prior to WWII in 1939. Problems with the engines prevented the aircraft from attaining operational status with the German Luftwaffe until mid-1944. One of the most technologically advanced aviation designs in use during the war, the Me 262 was used in two primary roles. The Me 262 A-1 Schwalbe (Swallow) was designed as a defensive interceptor while the Me 262 A-2 Sturmvogel (Stormbird) served as a fighter/bomber. While lacking the maneuverability of pro-

PELLER driven Allied fighters, when utilized properly, the Me 262 was very effective in its role intercepting Allied bombers. In March of 1945, 37 Me 262s intercepted a force of 1,221 Allied bombers and 632 fighter escorts. The German force shot down 12 bombers and 1 fighter while losing only 3 Me 262s. Too fast to catch, Me 262 pilots were relatively safe from Allied fighters, as long as they avoided low-speed turning contests and saved their maneuvering for higher speeds.

Although a 4:1 kill ratio was exactly what the Luftwaffe would have needed to make an impact on the war, the absolute scale of their

success was minor, as it represented only one per cent of the attacking force. In 1943 and early 1944, the USAAF had been able to keep up offensive operations despite loss ratios of 5% and more, and the few available Me 262s could not inflict sufficient losses to hamper their operations.

Allied pilots soon found the only reliable way of dealing with the jets was to attack them on the ground and during takeoff or landing. Luftwaffe airfields identified as jet bases were frequently bombed by Allied bombers and Allied fighters patrolled over the fields to attack jets trying to land. The Luftwaffe countered by installing extensive flak alleys of anti-aircraft guns along the approach lines in order to protect the Me 262s from the ground. They also provided top cover during the jet's takeoff and landing with the most advanced Luftwaffe single-engine fighters, the Focke Wulf Fw-190D. Nevertheless, in March-April 1945, Allied fighter patrol patterns over Me 262 airfields resulted in numerous losses of jets and serious attrition of the force.

Due to its late introduction, limited production numbers, maintenance problems and a lack of fuel during the deteriorating late-war situation, the overall impact of the Me 262 was negligible in Germany's war effort.



Museum's Me 262 on test flight with Mt. Rainier

Continued on page 6

Hangar Happenings

Museum Invasion by Landstown Middle School

by David Hunt

On March 14th, the museum had a mass invasion by the Landstown Middle School. The 7th grade field trip totaled over 500 visitors including teachers and parents all eagerly anticipating the program that had been prepared for them.

Ken Reichert, one of the school's teachers and organizers, put together an amazing program rotating 80 students every 25

minutes from 6 stations around the 90,000 sq. ft. of museum hangars. The curriculum covered Science, Math and History with each station being managed by several of the museum's Docents.

The Field trip was titled; "Aircraft of Two World Wars" and the 6 stations covered a selection of SOL's (Standards of Learning) including:

Knights of the Air-WWI aircraft types, aircraft technology changes and geometric shapes.

Day of Infamy-Pearl Harbor attack, communications and instrument reading.

Strategic Bombing-The War in Europe, gauging distance.

Battle of Britain- Island in the Storm, surface and wing efficiency, fallen countries of Poland, Belgium and France.

Midway-The Turning Point of the Pacific, B29 and how it changed the war, a costly battle for both sides.

Nordhausen-Vengeance weapons of the Holocaust, Nordhausen rocket facility, plotting a fight path, V-2 first capability of flying into space.

We would like to thank the many Docents, friendly staff and the well-behaved 7th graders for making it a very rewarding day. □



Hangar Talk Events Bring Aviation History to Life

The Military Aviation Museum is proud to host a series of "Living History" Hangar Talk events that highlight the contributions of the men and women of aviation to our country.

In February, the museum was honored to host CMSGT Grant Williams USAF (ret) and former Sgt Harold Quinton, both original members of the famed WWII Tuskegee Airmen. Both CMSGT Williams and Sgt Quinton discussed not only their experiences during the war, but the social issues that they faced during their wartime service.



WWII Tuskegee Airmen, CMSGT Grant Williams USAF (ret) and former Sgt Harold Quinton

In March, the museum hosted the first of its "Double Feature" of hangar talks. We were delighted to host noted naval aviation historian and author Mr. Barrett Tillman. Mr. Tillman discussed his new hit book, "Enterprise, the Fightingest Ship in the Navy". The book features the story



WWII pilot, Hans Meyer

by Ed Dillingham
of famed Navy aircraft carrier USS Enterprise, that attacked the Japanese fleet at the battle of Midway, and ultimately went on to earn 20 battle stars during WWII.

For the second half of March, the museum was host to former WWII Luftwaffe ME-109 pilot Hans Meyer, who enthralled our guests with his stories of combat over the Russian Front during the last years of the war. Hans

and the co-author of his book, Lar Stampe, signed copies of his autobiography and posed for pictures with our guests.

April featured USAF Lt-Col. Don "Buzz" Wagner, who flew 43 combat missions in a B-25 ground attack aircraft in the Pacific theater. His squadron, the 500th Bomb Squadron, attacked the Japanese during the Philippines and Okinawa campaigns. Col Wagner transitioned to fighter planes following the war, and ended up flying the advanced F-104 before retiring in 1966. □



USAF LtCol. Don "Buzz" Wagner

Messerschmidt..Continued from page 2

When the KR-200 made its debut in 1955 it was simple, fast, fuel efficient, reliable, with a comfortable suspension and great handling.

When West Germany rearmed and joined NATO in 1955, reinstating some form of German aviation industry became a possibility. Messerschmitt applied for more cheap government reconstruction loans, and on grounds of his company's uncertain financial footing was initially turned down. He was told he would have to get rid of his company's financially-draining divisions in order to get the requested financial backing.

Fend, with axle manufacturer Valentin Knott as partner, bought the three-wheeler division, streamlined the assembly line, which made production of the KR-200 profitable. In 1957,

he even introduced a four-wheel "Super Sport Kabinenroller," the TG-500 Tiger, with over twice the horsepower. But time for microcars was running out, as larger post-war vehicles entered the used-car market. By 1964, production had stopped for good.

Messerschmitt went on to larger things, including building Fiats His company would eventually merge with the aircraft division at Blohm and Voss shipyard. Today, the Military Aviation Museum has a 1960 KR200 on display. □

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Event Calendar

MAY

- 5 – Flying Proms concert
- 12 - ROTC Day
- 18-20 – Warbirds Over the Beach Airshow

JUNE

- 2 – Crime Solvers
- 8-10 – Event RC Airplanes WWII
- 16- Speaker
- 16 – Movie Night

JULY

- 21 – Speaker
- 28 – Boy Scout Merit Badge Program

AUGUST

- 6-10- Summer Camp
- 18- Speaker
- 20-24 -Summer Camp

SEPTEMBER

- 14-15 – NAS Oceana Airshow
- 21-23 – WWI Airshow
- 29 – Wings & Wheels

OCTOBER

- 20 – Speaker - TBD

NOVEMBER

- 3 -Porsche Car Show
- 11 – Bus Veteran’s Day Parade
- 17- Speaker
- 23-25 – Trains & Planes

DECEMBER

- 15 – Speaker



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