

PROP NOISE

The Membership Newsletter for The Military Aviation Museum

Fall 2011

Biplanes and Triplanes 2011 WWI Airshow

by Boom Powell

Who were the stars of the 2011 Biplanes and Triplanes Show? Much of the credit for the successful performance has to go to the Fighter Factory mechanics who got all of the museum's flyable Great War airplanes into the air. These were the gents wearing red t-shirts seen working on the flight line. What was unseen was the work they did in the week leading up to the show. The two-place Avro 504, Sopwith 1½ Strutter and Halberstadt (for the first time in over a year) flew along with a passel of Fokkers: the reli-

able trio of Triplanes (red/white, yellow, blue), the all black D-VII with the skull and crossbones emblem and, making their first appearances, a D-VII (lozenge fabric and yellow nose) and a two-seat derivative, the C-1, which shares the distinctive "coffin" nose (painted green) and extended ailerons of the D-VII. Besides many photo passes for the crowd, there were flyovers of three plane Vee formations, a sight rarely seen in modern times. And, wait'll next year when there will be four plane diamonds of both D-VII's and Triplanes.



Fokker Dr.1 Triplanes flying over Back Bay National Wildlife Park

Another star this year was the 1911 Curtiss pusher built by Bob Coolbaugh for the Centennial of Naval Aviation. That beautifully done replica made the 1914-18 Warbirds look modern by comparison. The Curtiss gave visitors a close look at what the early aeronauts went through to just get airborne.

An even earlier form of flying was at the show, although in a modernized form—hot air balloons. The balloonists took folks for rides out into the Virginia countryside on both days. The balloons lifted up ear-

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Pacific Veteran Wildcat Airborne Again

by Steve Chapis

In April 2009 the Military Aviation Museum (MAM) became just the fourth owner of a General Motors FM-2 Wildcat, BuNo 47030. Alexis DuPont, who owned the Wildcat for over 40 years, delivered the fighter just prior to MAM's First Annual Warbirds Over The Beach Airshow in May 2009. On September 16, Don Anklin flew the aircraft to the Fighter Factory where it un-

derwent a 19-month restoration. The aircraft was completely refurbished and repainted in its original factory delivered paint scheme.



The Wildcat over the old Pungo Naval Outer Landing Field

On April 6, 2011, Anklin took the FM-2 aloft on its first post-restoration flight which lasted approximately 25 minutes. Mike displayed the aircraft at MAM's Warbirds Over The Beach Airshow in May. In the following weeks, the FM-2 participated in a Memorial Day flyover at the Virginia Beach Veterans Memorial and a Midway-themed event at Oceana Naval Air Station.

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Military Aviation Museum

www.MilitaryAviationMuseum.org

Virginia Beach Airport

www.VBairport.com

Fighter Factory

www.FighterFactory.com

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ly in the day, which on Sunday made for a splendid aerial adventure as most of the show airplanes were up for a photo shoot. The planes would circle near while the balloons drifted low over forests turning red and gold and the river's glassy surface.

As the sun set Saturday, the museum grounds drifted back in time 90 years, the re-enactors set up tables around their tents and relaxed by the light of campfires or kerosene lanterns. In the hangar, The Manhattan Dolls and Teresa Eaman sang songs of the '20's and before, in between dance sets by Terry Chesson and his Jump'n Live Orchestra while out in the dark two balloons inflated and used their burners to light colorfully up in a glow.

One more star needs to be mentioned and that is Mother Nature. The weather was absolutely, positively perfect for both days with blue skies, comfortable temperatures and gentle breezes. For next year, as they used to say in vaudeville, "You ain't seen nothing yet!" □

Wildcat..Continued from page 1

Upon acceptance by the Navy on April 14, 1944, the Wildcat was flown to NAS North Island, San Pedro, California where it was eventually delivered to Espiritu Santos Island in the southwest Pacific in July 1944. The aircraft never saw actual combat and returned to the United States in October. The aircraft served at naval air stations in Florida and Rhode Island. However, what is most significant about MAM's FM-2 is its local history. In July 1945 it was attached to VF-97 at Pungo Naval Outer Landing Field. Pungo was commissioned in 1943 as a training base for Avenger and Wildcat squadrons that would be operating from escort carriers. The runways can still be seen through a gate next door to Pungo Pizza.

This old airfield, which still exists today, is just 3 miles north of Virginia Beach Airport. During the May 20 photo mission, a pass was made over Pungo to photograph the Wildcat over its old base. Spalding was at the controls for the photo flight and he insists he could feel the Wildcat wanting to enter the pattern for its old field. After 66 years this 'Cat has finally come home. □

1934 German Cottbus Hangar

During the First World War, Gotthard Sachsenberg joined the German Navy in 1912 and became an aerial observer during 1915. The following year, he was trained as a pilot and initially flew Fokker Eindekker monoplanes. Following his promotion to command the *Marine Jagdgruppe Flandern* (MFJ1), Sachsenberg scored his first aerial victories against a Belgian Farman and British Sopwith "Strutter."

The German Marine-Flieger units first received their Fokker D.VII aircraft in June 1918 and Sachsenberg had his airplane painted in bright yellow with black diamond checkerboard along the entire fuselage. Many of the air combats Sachsenberg participated in were over the North Sea and in August 1918, he was awarded the "*Pour le Merite*". By the end of the war in November of that year, his final tally was 31 Allied aircraft shot down.

Following the war, Sachsenberg went on to organize the *Freikorps Sachsenberg* to fly and fight against the Bolsheviks in Latvia, Estonia, and Lithuania from 1919-1920. During the Second World War, Sachsenberg's younger cousin, Heino Sachsenberg, became a 104 victory ace on the Eastern Front with JG 52 flying Fw-190 aircraft.

After the First World War, Gotthard Sachsenberg and his Navy friend, Eberhard Cranz, formed a new company, *Ostdeutsche Landwirtsch Aften* (OLA) to help former military technical personnel (mostly craftsmen) make the transition from military to civilian life. He used this new firm to set up his first regional airline, *Lloyd Ostflug*, but it shortly went out of business a year later. He then became a dealer for civilian Junkers and Albatross aircraft.



German Soldiers in front of the Cottbus Hangar

Sachsenberg wrote several position papers on the expansion of the Luftwaffe and eventually ended up in a concentration camp for several weeks in 1934. At the start of World War Two, he had lost control and ownership of his company, OLA, as he refused to follow the Nazi's demand to change his company to wartime production. He survived the war and afterwards started another company that built hydrofoil ships, but passed away at Bremen in 1961.

In 1934, Sachsenberg's company, *Ostdeutsche Landwerkstatten GmbH* (OLA), proposed the construction of a group of hangars at the Cottbus airfield located southeast of Berlin. The prospectus explained that OLA was very experienced in building large dome structures for sports stadiums and had recently been erecting open clear span hangars at several airfields throughout Germany. They felt their hangars to be remarkable and unique because they could be quickly erected regardless of the season.

"Compared with conventional constructions our hangar also has the advantage (in spite of a round shape and uniform wall and roof construction) of achieving a maximum of usable space in the hall due to the specially researched curved arches."

The Cottbus airfield had recently been expanded in 1933 to become a military pilot training school for the Luftwaffe. It is assumed that this prototype style hangar was bought and erected within the coming months. It was eventually one of several existing and newly constructed hangars and was titled as "Hangar 6" on the airfield. From 1941, Hangar 6 was used by the Focke-Wulf company for flight testing and storage during their assembly of Fw200 Condor aircraft and then from 1943 for Fw-190 fighter planes. Near the end of the war in 1944, the Ta152 aircraft were stored there. On May 29th, 1944, the Eighth Air Force bombed the airfield and makeshift repairs were done to the hangar.

After the war, the airfield and hangar was used by a Soviet flying wing until 1953. They operated Ilyusian IL-2 *Shturmoviks*,

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2011 Annual Volunteers Appreciation Party

by Felix Usis*

The annual Volunteers Appreciation party was another great success.

As with every great event, the opening of the local tavern started the evening. While the crowd formed about the watering hole, I saw Patti Nelson and Angela Snow (of Gift Shop fame) with Bill Coburn, Richard Carmichael, Linda Shuman, Mike Potter (all volunteers), and Dyane Byrne (Jacey's sister) providing



Some of the newer volunteers receive their initial award for fifty hours from the museum founders

the BEvERage of choice to all comers. I know there were others that helped, but through the masses bellying up to the bar, it was difficult to see. The caterer then opened the hors d'oeuvres line, so the guests could prevent the dogs of hunger from growling in the pits.

Shortly after the line for the hors' d'oeuvres began to shorten, Mr. Yagen began the awards presentation. He began by thanking the volunteers of all the time and efforts they had given the museum. Without the volunteers, he explained, the museum could not stay open. He said that since the museum opened in May 2008, they had volunteered 48,108 hours. There were 192 volunteers actively logging time since January 2010, and since the beginning of this year (2011) 158 volunteers had logged 18,605 hours.

In appreciation of these efforts, he and Mrs. Yagen began the presentations of awards to the volunteers beginning with those who had donated 50 or more hours. They received 5 passes to the museum. Next came the volunteers who had logged over

100 hours, receiving a 1 year Family Membership for their efforts.

Mr. Yagen then unveiled a new award, actually a series of awards and it already has a history.

This award series began quite some time ago. Mr. Yagen felt that there needed to be greater recognition for the superb efforts the volunteers gave the museum. He was not sure of its form. One of our volunteers mentioned greater recognition to him one day, and Mr. Yagen offered him the project on the spot.

This volunteer gathered three other brilliant, astute, shrewd, perceptive, insightful and amazing volunteers (reality: three bums he found at the waterhole down the street). After a few BEv-

ERages of their choice, soon flat on their collective backs, as they were looking up at the ceiling, they thought of using the museum's logo wings as the base.

They presented the idea to Mr. Yagen of making miniature wings made from rare earth elements in various colors, with semi-precious gems. He immediately accepted the idea and tasked them to find the finest jeweler in the world to craft this work of art. But they were to keep the project in the black world, not just top secret but three levels above that, (is that possible?), not a word was to leak out.

The team immediately picked the most intelligent in the group to lead the endeavor.



One Thousand Hour awards received their Gold Wings with red gemstones

(Actually, he was the last one out the door as they all started to run from the project). Stuck with job, this individual spent hours, nay days, seemingly weeks researching for the finest of the fine to produce the awards. And having located the best of the best, he made the presentation to Mr. Yagen.

Mr. Yagen immediately, seeing the value of the jeweler, directed him to place the order, reminding him that this was still a very hush-hush project. It was so hush-hush that even those in the know before, had forgotten that there was a project.

Back to the awards presentation, and Mr. Yagen explaining the new award categories. These new award categories are for 300, 500, 750, 1,000 hours and each subsequent 1,000 there after.

This year the 300 hour award were awarded to Chip **Barnes**, John **Baumgardner**, 'Woody' **Brooks**, Stephen **Chalker**, Ken **Craig**, Ralph D. **Denton**, Sherry **Eskey**, Joel Hart, Dave Kahn, Herb Kressel, James **McConathy**, Mike **Potter**, John **Resch**, Rosario **Walker** and Thomas **Williams**.

The 500 hour award were awarded to Howard **Beaton**, Kenneth **Cobb**, Ken **Davidson**, Bill **Davis**, Robert **Evans**, Paul **Huizenga**, Jack **Humphries**, Mark **Kover**, Soenke **Marahrens**, Marty **Morgen**, Henry **Proescher**, O.M. "Mack" **Sawyer**, Joe **Sloan**, Chris **Stewart**, Frank "Les" **Trafton**, Norman **Venzke**, Richard **Waterval** and Nick **Wheeler**. They also received the 500 hours certificate for flight in a trainer type aircraft, (with the exception of Jack Humphries, Frank "Les" Trafton who received the certificate last year).

At the 750-hour award level were Robert **Bohannon** and Buff **Ward**, Skip **Johnson**, and Lawrence **Teator**. Robert and Buff also received the 500 hours certificate for flight in a trainer type aircraft.

One thousand hours echelon was marked with gold wings with the incredible red gemstone and the 1,000 certificate of flight for a war-

* While the author in the telling of this story has taken certain liberties, 99.44% of it is true

Volunteers..Continued from page 3

bird type aircraft. The recipients were Ed **Dillingham**, Anthony **Karpaitas**, Albert (Mac) **McCants**, Bill **Powers**, Robert **Sidner**, Felix **Usis**, and David **Valentine** all received the award wings and the Certificate of Flight with the exception of Ed who received the certificate last year.

Three volunteers received the highest award presented this year, wings with two astonishing red gemstones of indescribable value. This year for 2,000 hours of service: Nelson **Eskey**, Art **O'Toole** and Tom **Owen**. Nelson also received the 1,000 certificate of flight too.

After the awards presentation, the buffet line was opened and the volunteers enjoyed a superb meal. Near the conclusion of the buffet, Mr. Yagen again took to the microphone and announced that any guest of a volunteer that received an award for 300 hours service or more, he would take for a flight in the Dragon Rapide as long as the light remained.

See companion article "A New Volunteer Recognition Award Created" on page 5. □

Cottbus..Continued from page 3

IL-10's, and occasionally a jet IL-28 bomber. From 1953 until 1989, the Nationale Volks Arme (NVA) of the National People's Army of the German Democratic Republic (East Germany) stored and flew their Yak-11, Yak 18, Mig-17, Mig-19, and Mig-21 aircraft from this airfield and its hangars. In 1989, after the reunification of Germany, a workshop addition was added to Hangar 6 and then used by the Bundeswehr (German Federal Armed Forces) to store former East German aviation technology.

In 2004, the hangar was measured and disassembled for shipment to the Virginia Beach airport. It is currently being prepared for reassembly and erection next door to the Fighter Factory in order to house the museum's German aircraft from the time of the Second World War. □

Correction

Last quarter's Prop Noise article "Lancaster Visits the Beach" was incorrectly credited to Felix Usis. Bob Dedman provided the photos AND wrote the article. Our apologies for the mistake.

Forced Labor for the Final Victory

by Soenke Marahrens

The Museum's V1 missile is one of the centerpieces of an exhibition remembering those people who died under the inhumane Nazi regime. In 1943, when the British attacked construction sites at the Peenemuende rocket test facilities, Wiener Neustadt, and Friederichshafen at Lake Constance, the German armament service decided to protect the programs by establishing new underground arms manufacturing facilities.

Beginning just 7 days after the air raid, the Nazi SS brought over a hundred inmates from the Buchenwald concentration camp into the Nordhausen area, to work on digging underground tunnels, 24 hours per day, seven days a week. This number of workers was increased to over 10,000 inmates within just three months. Those unfortunate people had to work, live, and endeavor to sleep underground, until the new concentration camp, Dora-Nordhausen, was finished in the spring of 1944. Until its liberation on April 11, 1945 by the 104th US Infantry Division, more than 60,000 people were forced to work either on the tunnel construction, underground factory, or at the work benches for the secret German V1 missiles, V2 rockets, Me 263 Jumo Engines, and finally the Heinkel 162 Volksjaeger jet fighter projects. Of this number, 20,000 of them died under inhumane conditions due to starvation, exhaustion, or being killed by the guards.

This exhibition, which consists of banners and artifacts from the Buchenwald and

Dora Mittelbau Foundation in Germany, surrounds the Museum's original V1 missile, which was extracted out of this same Nordhausen site in 1991 and restored to operational condition. The banners disclose the historical background, housing arrangements, the conditions of the inmates and their perpetrators at the Nordhausen site during and after the war.

It is arranged in a way to illustrate the closed and boxed atmosphere of the bunker side. When you enter the exhibition, the museum's large image of the underground V1 assembly line leads you inside the tunnel. The five historical themes are arranged like the workshops inside the bunker being connected to the main tunnels. When you finish the historical section, you will turn to the left and your attention will be caught by the Military Aviation Museum's own V1 and a display case of artifacts showing original V1 and V2 artifacts. When you look sharply enough, you might identify the rear wingtips of the V1 in between. But, while observing the technology, you will also be forced to examine the faces of the victims, some of whom survived, many that didn't. Following their stories, you will encounter the final display case, which holds in addition to other artifacts, the personal belongings of inmates, barbed wire, an isolator from the electric fence, and a gag which was used during the hanging of inmates.

The exhibition was made possible with the help of Torsten Hess, Buchwald, the Dora-Nordhausen Memorial, Miriam Ruerup,

German Historical Institute D.C., and Al Gilens from Philadelphia. Special thanks to my wife, Christine, who drove up to Washington, DC to pick it up and who helped set up the display cases; our son Konstantin who created the exhibition poster as part of his high school project, and the friendly helping hands of the museum staff. □



The V1 missile on display at the museum is an impressive sight

Pungo's Peashooter

by Steve Chapis with assistance by Felix Usis

The Boeing Aircraft Company produced 151 P-26 Peashooter fighters- 3 XP-936 prototypes, 111 P-26As, 2 P-26Bs, 23 P-26Cs, and 12 Model 281s. The first XP-936 first flew on March 20, 1932. The Peashooter was operated by 7 countries; Republic of China, Guatemala, Panama, Philippines, Spain, and the United States. The service history of the P-26 lasted an amazing 23 years, with the first aircraft being delivered to USAAC squadrons in December 1933 and the last two of the type being retired from Guatemalan Air Force in 1956! The Peashooter fired its first shots in anger in the hands of Chinese Nationalist Air Force pilots when they intercepted and shot down Japanese bombers near Nanking in August 1937. The last combat action by a P-26 was in 1954, 17 years later, during a coup in Guatemala.

Today's Peashooter population stands at approximately seven aircraft- 2 originals and 5 replicas. The originals (P-26A s/n 33-123 & P-26A 33-135) currently reside at the Planes of Fame (POF) Museum in Chino, California and the National Air &

Space Museum's Steven F. Udvar-Hazy Center at Dulles Airport. POF's P-26 returned to flight in 2006.

One of the five replicas is P-26D (NX-26PX) was built by Mayocraft Inc., of Bolton, Massachusetts. This aircraft was completed in September 2006 and acquired by Military Aviation Museum in mid-2009. According to Mayocraft's founder, Nate Mayo, MAM's P-26 is not an exact replica hence the "D" designation. This aircraft retains the overall appearance of the P-26 and Mayocraft used many fabrication methods of the early 1930s, several performance and safety improvements were incorporated into the D-model. Alclad 2024-T3 aluminum instead of 1930s-era Dural was used throughout the airframe. The main landing gear, wheels, and brakes are adapted from a Cessna T-50 and the engine

and propeller are the same as used on the T-6. Mayocraft employed a different airfoil makes the airplane fly and land better than the original. Due to these subtle differences, the P-26D performs approximately 10% better than the original aircraft.

The markings on MAM's Peashooter represent a P-26A of the 1st Pursuit Group, 94th Pursuit Squadron, based at Selfridge Field, Michigan circa 1934-36. The 94th Aero Squadron was activated on August 20, 1917 and is America's second oldest fighter squadron. These markings are quite apropos considering that this P-26D is

based just south of Langley AFB where today F-22A Raptors of the 94th Fighter Squadron blaze across the skies of the Virginia Capes. □



The P-26 Peashooter

A New Volunteer Recognition Award Created

by Felix Usis

Up until now, the volunteers have been issued 5 passes to the museum for the first fifty hours of their volunteer time. With the volunteering of each one hundred hours, a museum Family Membership Pass is issued. The Family Membership permits entry to the museum at any time at no cost, with the exception of special events (Air Shows, Flying Prom, etc.).

Upon the completion of 500 hours, the volunteer was given a Certificate of Flight, which qualifies them for a flight in one of the museum's trainer type aircraft. And at the 1,000-hour level, a Certificate of Flight for a flight in one of the museum's War Bird type aircraft is presented. All flights were subject to aircraft and pilot availability.

These awards will continue to be given, but in an ever-increasing effort to recognize those volunteers that give so gener-

ously of their time to the museum, a new series of awards was created this year.

The awards are in the form of the museum's winged logo, which is pair of wings with the pre-1942 national insignia in the center.

These recognition wings were designed to be worn by the volunteer as they see fit, but could be worn as an addition to the museum's name tag or on the museum's monogrammed 'uniform' shirt. It could also be worn on the lapel of a suit, blazer, or sport coat.

The wings are in various antiqued metal tones, some with gemstones, to depict the

level of hours donated by the volunteer beginning with 300 hours. The 300-hour wings are bronze or copper color, 500-hour wings are silver in color, and the 750-hour wings are gold.

Wings will be given for each 1,000 hours volunteered thereafter. The 1,000-hour pin is gold with a single red gemstone embedded in the upper most star point. The 2,000-hour award is gold with two gemstones in the upper left and right star points. The 3,000-hour award has three gemstones in the three upper star points and the 4,000-hour, four gemstones in the lower four star points. Once the 5,000-hour level is reached then the wing award is antiqued gold with a single white gemstone in the upper star point.

If you happen to see a volunteer wearing their wings, please congratulate them for their time to the museum. □



The new volunteer recognition awards pins

Hangar Happenings

How I Spent My Summer

as told by the museum's aviation camp attendee, Wyatt Radtke,
10 years old from Knotts Island, North Carolina

"I spent a week at the military aviation camp this summer. We did all kinds of cool stuff that week. We went to the Air and Space museum. We got to ride an old trolley there. We watched a 3-D movie and got to ride in a flight simu-

lator. There are a lot of different things to see. At the Aviation Museum we made rockets and built model planes and did other projects. We watched Pearl Harbor the movie. They have all kinds of air planes to see there. My favorite is Chucky the B-17 flying fortress. They taught us how to fix and fly planes as well as towing them in and out of the hangars. There is a flight simulator at the Aviation Museum to and its awesome! We went to the Fighter Factory and learned about war planes. On the last day we had a cook out and got to watch those fly planes. I had a great time and hope to go again next year." □



Museum Shows it's Artistic Side

by Brad Groom

Many people who come to the Military Aviation Museum find something that they have never seen before, everything from vintage aircraft to military equipment to artwork that is displayed on the second floor.

This past September, the museum had some of the finest paintings from individuals well known for their passion for painting aviation related masterpieces.

This is the first art show for the museum and it sure has drawn many types of paintings. There are water colors, media-oils, oils on canvas and one that was pen and ink. The art work in the show has been judged and many awards have been given out. The best part of this show is that you can purchase these paintings and enjoy their beauty in your own home or office. Some have already been sold but there are still many award winning paintings still available.

Also upstairs includes a major exhibit of paintings done by Henri Farre (1871-1934) which is owned by the museum. His work is one of the earliest combat aviation artists and is truly something to see.

So while visiting the museum do not forget to go upstairs and enjoy the many exhibits there. You will be amazed. □



Our Best in Show award went to Russell Smith for his artwork titled "Self Portrait as German Ace." Russ Smith is the same artist that also did the Biplanes and Triplanes airshow poster of two Navy AVRO 504K's flying over the Cape Henry lighthouses.

"Return to the 50's" Drive-In Event, a Huge Success

by Ed Dillingham

On a lovely August night, the Military Aviation Museum hosted its 3rd Drive -In Movie Night. Pick-ups, "soccer mom" mini vans, sports cars, and the occasional vintage automobile, all ready for a nostalgic trip to the "good old days" arrived for the fun - delivered by the Military Aviation Museum!

With a 26' inflatable screen and a soundtrack provided via the car's FM radio, the museum provided a trip down memory lane - for those old enough to remember drive-in movies. The World War I themed event featured a demonstration of the museum's WWI vintage DR-I Triplanes. Flown by Nelson Eskey, Mike Spalding and Jerry Yagen, the guests were treated to a sunset flight demonstration the likes of which haven't been seen since "The Great War". The classic WWI film "The Blue Max" provided the cinematic action along with an award winning musical score.



"Blue Max" on the 26' inflatable screen

The "concession stand" featured Zook's famous barbeque, hot dogs, desserts, and free popcorn, delivered by museum docents posing as "car hops." Museum liabilities, uneven terrain and good common sense precluded the docents from using roller skates to deliver the popcorn!!

A fine time was had by all, so the museum looks forward to hosting another drive in event next year. Stay tuned to our website for coming attractions! □

Wings and Wheels

by Sam Kern

And this was exactly the case on Saturday, October 15th, where our 4th Annual Wings and Wheels Car Show in conjunction with the Tidewater Region Antique Automobile Club of America (AACA) 38th Annual Meet brought the museum's superb collection of aircraft together with over 250 stunning classic, antique, hot rod and modified automobiles. A huge crowd was on hand, finding its way through the hangers, the museum and a 4-acre show field filled with a wide array of beautiful cars. A gorgeous day brought many spectators to the museum to enjoy the planes and cars.

The museum hosts Wings in Wheels annually in partnership with the Tidewater Region AACA, one of whose missions is to foster the restoration and preservation of automobiles 25 years old and older. The TRAACA promotes local and national shows, stages

vehicle displays at places such as senior residences and parades, hosts automobile tours and provides technical sessions. AACA vehicles are restored, maintained and operated to high standards, much as practiced at the Military Aviation Museum (MAM).

The year marks the 100th anniversary of the Chevrolet. On November 08, 1911 Louis Chevrolet and Billy Durant invented the Chevrolet in Flint, Michigan, creating a product which was to become one of the most popular and storied cars of all-time. And to celebrate this milestone TRAACA chose "Chevrolet-100 Years" as its theme. Nine Chevy cars and 1 partially-restored 1947 Chevy fire truck belonging to the Windsor Volunteer Fire Department were displayed at the MAM flagpole.

As the cars made their way to the show field via the apron the MAM photographer shot each show car with the P-40 Flying Tiger being in the background. Once on the show field, from older to newer but, more so, grouped according to the vehicle type as well as numerous other characteristics and criteria. The TRAACA judging teams inspected each vehicle's exterior, interior, engine compartment, trunk, and undercarriage and documented their observations on a special form. It took 2 hours to com-

plete their work and submit their reports to the Chief Judge who, for this year's Wings and Wheels, just happened to be TRAACA's Terry Bond, immediate past-president of the Antique Automobile Club of America. It should be noted that Wings and Wheels is unique in that it is one of the very few local meets that employ AACA judging criteria. And what about a vehicle's performance? Each car must be able to make it onto the show field under its own power.

At about 1530 participants assembled in the Navy Hangar for the Awards Ceremony. The Meet Chairman Sam Kern thanked the MAM Staff and its volunteers for its outstanding support of the TRAACA 38th Annual Meet. Then, Chief Judge Terry Bond distributed more than 200 trophies and other awards to each of the winners.

Clearly, the 4th Annual MAM Wings and Wheels was a resounding success. □



Proptoberfest

by Brad Groom

September 24th, the museum had a special band play some great music for all who attended. The band came from Germany and helped with a very successful event called Proptoberfest. This was not an ordinary band but 60 plus talented musicians that make up the Das Heeresmusikkorps 300. They were playing songs from both countries.

The band sometimes had that traditional sound of the deep brass instruments and at times played like a modern day dance band or they could sound like an orchestra. This musical ensemble covered the scope of sound. It was a joy to hear such great live music and everyone was enjoyed the music.

The Das Heeresmusikkorps 300 which is a Koblenz Army Band that represents the German Federal Armed Forces played such ear-lightening music that it made the evening very special and when they were done playing everyone gathered at the beer table for a grand "Salute."

The hangar was filled with the aroma of sausage and other German foods that people were enjoying. This event also had some great refreshments that were being served by some authentic dressed Beer Garden Girls. All in all a great time was had by all. □

Porsche Club's Air & Auto Classic

by Brad Groom

The First Settlers Region Porsche Club of America had their Air and Auto Classic October 1st at the museum. It was well attended with a large assortment of specialty automobiles on hand. What makes this event so popular is that everyone who comes out helps support the Virginia Beach SPCA, the Food Bank of S.E Virginia and the Special Olympics of Virginia.

There were so many Porches and exotic cars there it really was amazing. Autos like a Lamborghini Diablo VT, alongside a Lamborghini Superleggera, next to old VW bugs, Triumphs, a Mini Cooper Saloon, classic BMWs, vintage Volvos and a rear engine methanol powered dragster. This Air and Auto Classic was a buffet of exotic autos that filled the eyes with the best craftsmanship ever seen from car manufacturers. While strolling through the show, you could purchase some wine from Yiannis Wine Shop, listen to some great music performed by Suburban Key Party and enjoy some great food from Zook's pits cooked barbecue. Toss in some great aircraft flying and you had a very memorable afternoon. □



Planes, Trains and Santa Claus, What Could be Better?

Our entire Navy hangar will be emptied to set-up model railroad layouts from the Tidewater Division of the National Model Railroad Association.

See Santa arrive in a Biplane and get your picture taken on his lap.

Friday, November 27 and Saturday, November 28 at 1:00pm



Santa arriving by air

Trains & Planes all weekend long
November 27-29



Model railroad trains at the museum

VALENTINES DAY HANGAR DANCE

Saturday,
February 11, 2012!

**Buy your tickets
early as last year
they sold out!**

Don't forget to come dress
in your vintage clothing
(www.Echoes-of-Time.com)

Check the website in the
future for more details,
www.MilitaryAviationMuseum.org



*German Fokker D-VII biplane in
front of World War One hangar*

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