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The museum’s Spitfire, as many of our guests know, has a varied and fascinating history. It served in several armed forces, and one of the most interesting chapters in its service life was serving in the nascent air arm of the Israeli Defense Forces in the very first days of that country’s existence.

A very good documentary was made recently about the volunteers who came to Israel from around the globe to help defend the country from seemingly insurmountable odds in 1948. Airplanes were begged, stolen, and borrowed anywhere they could be found, and most of them were obsolete leftovers from World War II.

“Above and Beyond” is the story of these men and their machines, and it has been playing to art festivals and private screenings for a year with great success. The museum recently supported a viewing of this movie as part of an arts festival in Virginia Beach, and while the movie is not yet available on DVD, it is scheduled for release on iTunes and Cox cable among other venues.

Filmmaker Nancy Spielberg (sister of Steven) and renowned musician Hans Zimmer partnered to make this film that includes several of the pilots who served in the early days of the IDF. Their stories will enlighten and amuse you. On April 28th, the film was released on iTunes, and starting May 22, it will be available on demand on Cox, Warner, and Comcast cable systems.

As the Los Angeles Times said, “Soars with true adventure! Eye-opening. Indispensable. A fascinating chronicle of the 1948 Arab-Israeli war through the eyes of a daring group of men. Their enterprise [was] spearheaded... with all the intrigue of a spy novel. The twinkle in their eyes is unmistakable as they describe rambunctious younger days.”

UPCOMING AIR SHOWS

World War II Aircraft Take Flight

May 16-17, 2015 will see the 7th-annual Warbirds Over the Beach at the Military Aviation Museum.

Among the stars of the show will be the world’s only de Havilland DH.98 Mosquito to fly since 1996! Schedule yourself a ride in an airplane from the Second World War, satisfy your hunger at our assorted food vendors, or shop our military flea markets. Enjoy continuous musical entertainment, from 10:00am on Saturday and Sunday, plus a steak or chicken dinner and hangar dance Saturday night. All four of our hangars will be open for guided tours.

With over 300 re-enactors on site, representing all theatres of WWII-era operations, you will feel as if you have stepped back in time. Interact with friendly Allied and Axis troops at their encampments, featuring vehicles, artefacts, arms, and armour. And look skyward to observe our collection of Warbirds in their native element! Keep your eyes and ears open for regular entertainers Theresa Eaman and the Victory Belles, along with Frank Sings Frank and the Ultimate Abbott and Costello. The Mark Michielsen band will serenade dancers on Saturday night. Go online to www.VBairshow.com or telephone 757-721-7767 for further details.
Hangar Talk: 70th Anniversary of the Battle of Iwo Jima

MAM’s Hanger Talk program seeks to bring in veteran speakers who either flew aircraft or were participants in various campaigns or battles supported by our aircraft. On February 28th, we had Corporal Monroe Ozment join us with his memories of one of the key battles in the Pacific, the Battle of Iwo Jima.

Mr. Ozment was a member of the 5th Marine Division, 28th Regiment, 2nd Battalion and a veteran of the Battle of Iwo Jima. The Marines who raised the US flag that has become the iconic image of the US Marine Corps were members of his company were

The Battle of Iwo Jima was fought February 19 to March 26, 1945 between US Marines and the Imperial Japanese Army on Iwo Jima, a tiny volcanic island. It was one of the fiercest battles in the Pacific Campaign and it was the first American assault on the Japanese homeland.

Although Iwo Jima was a very small island, it had great tactical importance, for there were two airfields on the island under Japan’s control. These could be used by Japanese fighter planes to attack American bombers on their flights to Japan. The airfields under American control could be used as emergency landing bases for damaged airplanes in the bombing raids on Japan.

The island was heavily fortified with a vast network of bunkers, hidden artillery, and some 11 miles of underground tunnels. Defended by a Japanese military force of 18,500 troops, who utilized mutually-supporting defensive positions of heavy machine guns and artillery. Tanks were also used as camouflaged artillery positions.

The Battle began at 0200 hours, on February 19, 1945, when the battleships’ artillery opened fire on the Japanese positions on the island. The naval attack was followed by the bombers which dropped thousands of pounds of explosives on the island. No one in the invasion force thought anyone could survive such a pounding. “We just made them all deaf”, said one Marine.

At 0859 hours on February 19, the first wave of 30,000 Marines of the 3rd, 4th, and 5th Marine Divisions landed. Mr. Ozment followed in the 2nd wave 30 minutes later. He told how the first wave was not attacked by the Japanese for quite some time, as it was their plan to hold fire until many of the Marines made their way inland.

By the end of the first day, the Americans had cut the island in two, despite heavy casualties. On Day 2, the Marines launched an assault on Mount Suribachi where they encountered fanatic Japanese troops deeply entrenched in caves and holes in the mountain. Finally, after ferocious fighting using everything they had available (flamethrowers, incendiary bombs, rockets), the Marines took Mount Suribachi on February 23.

He chuckled that his part was pretty small. After struggling to the top of the 3rd terrace of volcanic sand, he was hit by enemy fire and rolled back down into a shell hole where he was found and evacuated the following afternoon. He was one of the lucky ones.

In the Battle of Iwo Jima, 6,800 Marines were killed in action and more than 18,000 wounded. Of the 18,500 Japanese troops, only 212 surrendered in what was an indication of the type of resistance that Allied forces would face in the actual invasion of the Japanese homeland.

Mr. Ozment considers himself grateful that President Truman made the decision to drop the atomic bombs which ended the war. After recovering from his wounds, he rejoined his unit in training for the final invasion and was already on a ship headed for Japan. He ended his World War II service as part of Gen. Douglas MacArthur’s occupation force, a mission that was undoubtedly much safer.

The Fighter Factory Brings History To Life

The always amazing Fighter Factory crew opened a unique window on 70-year old history recently.

Guests are always impressed by the museum’s V-1 “Buzz Bomb”, as few people have ever seen one other than in a movie or newsreel footage. Recently, a few guests were able to see, hear, and feel a V-1 engine in actual operation.

After a great deal of investigation about how to bring the engine back to life, the Fighter Factory was able twice to create sustained engine operation for just over one minute before turning it off to avoid overheating the pulsejet chamber. The deep-throated pulsing of the engine sounded exactly like in old films made of them during the war, and when standing nearby, the pulsing was physically palpable.

If you visit the Fighter Factory’s Facebook page, you can watch a video of the engine in operation!
The most recent curiosity to arrive by tractor trailer is our new Fiat G.46, an Italian intermediate trainer from the post-WWII period. This plane was the first built by Fiat after Italy's defeat in World War II.

Between 1946 and 1951 Fiat produced 150 G.46's for Aeronautica Militare, the Italian air force, and exported 70 for military use in Austria, Argentina and Syria. Seventeen remain in existence worldwide, the bulk of which are still in Italy, and only two are airworthy. The Military Aviation Museum will soon feature one of those, a 1950 Fiat G.46-3B.

Long before this G.46 made its way into the Fighter Factory, it was delivered to its first owner, the Italian Air Force, in 1950. For 11 years it was used to train Italy's military pilots until it was released from military control in 1961 and flew for an Italian flight club.

American Frank Marici purchased the plane in June 1972 and shipped it to Long Island, New York to be reassembled. Marici flew it until 2010 when he was no longer able to fly. The plane was then stored inside a hangar in Farmingdale, New York for a few years.

The Military Aviation Museum acquired the G.46 early this year to add to its growing collection. A crew from the Fighter Factory traveled to Farmingdale to disassemble the Italian machine for its journey to the factory where, over the course of a few months, the team will reassemble and restore it to flying condition.

One thing to remember about the role of the Fighter Factory is that they never consider the job finished. Every time a plane is brought into the Fighter Factory, the crew does not just maintain the machine, but works to continually improve its condition.

While the assembly requires a lot of hard work, the crew is thankful for one thing: this G.46 is the same plane that it was in 1947. One of the mechanics working to reassemble and restore the aircraft describes the plane as a "time capsule." The vast majority of original parts and instruments are still there; very little has been replaced.

Like any other project though, the G.46 does present some challenges. The primary complication to the Fighter Factory in reassembling the plane is the very fact that it is an Italian product. When the factory received the plane, it came with nearly mint-condition manuals which would be great if not for one obstacle: the Italian language. The mechanics here can neither speak nor read Italian, which makes the operation a little more difficult. The pictures come in handy though, and when they really need to understand something they find the means to translate.

Another challenge is getting the parts they need. Since there are so few G.46s left, obtaining original parts is almost impossible. However, this is just a mere nuisance for the team. While it would be easier to use original parts, they are able to build their own.

With some hard work and dedication, the crew at the Fighter Factory expects to have the Fiat G.46 flying once again soon after the museum's annual "Warbirds Over the Beach" air show this May.

Visitors to our museum often wonder what the red or yellow dots represent on volunteer name tags. These dots indicate that special training has been taken by that volunteer and that they have been tasked with special responsibilities around the museum.

These volunteers have agreed to undertake responsibilities that the museum and Fighter Factory staffs did in the past. The Yellow Dot volunteers have taken training to allow them to assist with aircraft movements as "Aircraft Safety Observers" to enhance the safety of our exhibits and our guests. The "Red Dots" actually direct aircraft movements, launches, and recoveries as well as help prepare them for flight. The idea of the "Dot" programs was always to free up the paid staff from things that take time away from their important work on our planes.

Recently a new color was added...Green Dots. These volunteers have deep experience with vehicle maintenance on obscure pieces of equipment, such as the Hucks Starter or a five-ton aircraft tug. The "Green Dots" are now the official motor pool of the museum, and they are charged with keeping our important mechanical equipment in safe and proper operating status. Moving a 12,000 pound airplane with a 10,000 pound tug leaves little room for error, and proper engine operation or brake conditions can mean the difference between safety and severe injury.

On behalf of all Red and Yellow Dots, here's a cheer for the newest "uber-volunteers"!!

The next time you see oil-stained legs coming out from underneath a museum vehicle, it might be Jim Arrowood, Ken Talley, Jay Croswait, or "Pit Boss" Sam Kern. Please tell them "thankyou" for making us all safer.
Ever since that unforgettable day of September 11, 2001 (9/11), the airspace around Washington, DC has been a “No-Fly” zone for any small aircraft. This is not just a request, but a real life “you get shot down right now” if you enter the airspace unannounced (unless of course you are a mailman flying special delivery in your gyrocopter, then that’s apparently okay).

Nevertheless the US government has been unwavering about letting anybody fly in that airspace since then, and in particular, WWII aircraft that are licensed in the Experimental Exhibition category. Last fall, a group of North American T-6’s were allowed to put up a large formation flight and enter this restricted airspace and overfly the Pentagon in celebration of the 75th anniversary of the T-6. This went off without a hitch. The FAA and TSA were very helpful in making this happen and were pleased with the preparation and outcome of the flyover.

This paved the way for what happen on May 8th, but on a much larger scale.

On Friday, May 8th, five of the Military Aviation Museum’s WWII aircraft joined with dozens of others from around the country to participate in the Arsenal of Democracy World War II Victory Capitol Flyover. The event celebrated the 70th Anniversary of Victory in Europe (VE) Day and honored all who fought in the war, as well as those who supported the effort on the home front. The flyover featured 15 historically sequenced warbird formations representing the war’s major battles, from Pearl Harbor to the final air assault on Japan. It also included a missing man formation.

The museum’s Curtiss P-40 flew with two other P-40s in the Pearl Harbor formation. The Grumman F4F Wildcat and Consolidated PBY Catalina flew alongside another Wildcat and a Dauntless in the Battle of Midway formation. The Grumman TBF Avenger flew as part of a group of Avengers, a Helldiver, a Hellcat and a Bearcat in the Leyte Gulf formation. Finally, the museum’s Vought F4U Corsair flew in the Iwo Jima formation along with three other Corsairs.

The formations flew south down the Potomac River and over the Washington Mall above the Lincoln Memorial and the World War II Memorial, then down Independence Avenue and south past the U.S. Capitol. Never before has such a collection of WWII aircraft been assembled at one location. It was truly an honor for the large assembly of veterans gathered at the WWII Memorial for the ceremony. The following day, May 9th, the aircraft were on display at the National Air and Space Museum’s Steven F. Udvar-Hazy Center at Washington Dulles International Airport for a one day exhibition.

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The Military Aviation Museum is excited to hold its “Warbirds & Wings” Aviation Summer Day Camp for the fifth year. The 2015 camp dates are: July 13-17, 9:00am-4:00pm daily.

During the week, children spend time at the Military Aviation Museum among one of the largest private collections of flying vintage and reproduction aircraft in the world. They will have the thrill of getting up close to World War I and World War II era fighters, bombers, trainers and seaplanes, while they learn everything about them and aviation in general.

The curriculum includes lessons on the fundamentals of flight, as well as a brief history of flight from one of the museum’s pilots. They will build and fly their own gliders and build a model airplane. Kids will also learn the basics of rocketry and will build and launch their very own model rockets. Ground crew training includes learning the important safety measures and hand signals required to handle aircraft.

Children will take field trips to the Virginia Air & Space Center and to the museum’s own Fighter Factory. At the Fighter Factory, they can talk with the mechanics who keep the museum’s collection of warbirds flying. The final day will be marked with demonstration flights of several of the museum’s restored aircraft at one location. It was truly an honor to have the large-assembly of veterans gathered at the WWII Memorial for the ceremony. The following day, May 9th, the aircraft were on display at the National Air and Space Museum’s Steven F. Udvar-Hazy Center at Washington Dulles International Airport for a one day exhibition.
During World War II millions of Americans exchanged civilian clothes for the uniforms of the United States military. Many others entered the workforce to take over vital jobs of supplying the military with the aircraft, ships, guns, ammunition and bombs necessary to fight the war. Many young men and women volunteered for military service. Many others, from kids to the elderly, became part of the mission by taking up causes such as scrap metal and rubber drives or planting "victory gardens.”

But there is one group of more than 200,000 who volunteered their time, money and even personal aircraft, that has been largely unrecognized for their service. The men, women and teens who volunteered for the Civil Air Patrol.

Founded because of a need to patrol the many miles of open coastline and sea lanes under the Office of Civil Defense, the Civil Air Patrol was founded one week before the attack on Pearl Harbor in December 1941.

Our Women in Aviation exhibit was the backdrop as the museum was honored to host a congressional Gold Medal award ceremony for Mrs. Elenore Friel of Virginia Beach. “Miss Ellie” as she is affectionately known, lived in Chicago during World War II and walked 2 miles every Friday night to catch a train for the two-hour ride to Indiana where she trained with a CAP Squadron. Then every Sunday night she reversed the process.

Congressman Scott Rigell was on hand for the presentation as was the Coastal Composite Squadron and Col. Carolyn Guertin of Richmond, the first CAP female cadet and remains active with the Virginia Wing. Col. Guertin was also recognized with the Congressional Gold Medal and will celebrate her 75th year as a CAP member in 2016.

Congressman Rigell praised the volunteer service of the men and women who provided essential services to the country including coastal patrol (generally flying their own personal aircraft); courier service for mail essential supplies, parts and personnel; tow target service; as well as first patrol and missing aircraft searches. Civil Air Patrol volunteers logged more than 24,000,000 miles.

Over half of the Women Air Force Service Pilots (WASP) were former CAP members. Many of the members also served in many branches of the Armed Forces.

Service in the Civil Air Patrol was certainly not without risk. A total of 150 aircraft were lost and 65 volunteers made the ultimate sacrifice. CAP is credited with the sinking of two submarines and the reporting of ships and sailors in distress.

Perhaps the highest compliment was from German Admiral Doenitz when asked why he pulled his wolf packs away from the US coastline where they had been having such success initially, he admitted, "It was those damned little red and yellow airplanes!"

Since World War II, the CAP has become the civilian auxiliary of the United States Air Force and still provides service to the nation. In addition to emergency services, cadet programs and aerospace education have been added to the mission.

Locally, the CAP and MAM are partners and support each other in the mission to educate and keep this aviation history alive. You will often see CAP supporting MAM at our events.

For more information on CAP please visit gocivilairpatrol.com.

BBC Proms inspired Great Britain's Shuttleworth Collection to create the original Flying Proms in 1997.

Now in its fifth installment at the Military Aviation Museum, this year's Flying Proms holds the prospect of a few surprises, on and off the stage, in keeping with the spectacle's British heritage. Imported from the UK in 2011 this is the first and, so far, only authentic Flying Proms in North America. Lending an air of authenticity, Mr. Mark Whall, commentator for the Shuttleworth Proms, will once more lend his voice to the proceedings. Surmounted by some of the latest additions to the MAM, the consonant chords of Rolls-Royce Merlins shall ring forth, before a twilight concert performance and pyrotechnic display. Go online to www.MilitaryAviationMuseum.org or telephone (757) 721-7767 to reserve your seats.
Navy Squadrons Descend on the Museum

On Friday March 20th, F/A-18 Hornet pilots took the day off from recent carrier qualifications to bring their family members to the museum for a throwback family day tour of our museum warbirds. The 60 plus guests toured all five hangars and enjoyed a picnic style lunch upstairs. The pilots, from VFA-106, also known as the “Gladiators”, are a United States Navy F/A-18 Hornet and F/A-18E/F Super Hornet Fleet Replacement Squadron stationed at nearby Naval Air Station Oceana, Virginia. As the families toured and saw these magnificent warbirds, some of the biggest smiles were from the ‘big kids’ (the pilots)… but that could have just been from the time spent with their family, too!

During the visit by one squadron, another naval squadron took time off for a Safety Stand-down here at the museum. Thirty-seven members of Fleet Logistics Support Squadron 40 (VRC-40), also known as the “Rawhides”, a United States Navy fleet logistics support squadron based at Naval Air Station Norfolk were our guests. Commissioned in 1960, it is only one of two active fleet logistics squadrons in the Navy. These officers also took advantage of our docent guided tours following their scheduled training session in the museum’s theater. Why come here? Well, as one C-2 pilot explained…safety and flying knows no age limit. These airplanes have lasted for decades only because of the commitment and attention to detail by maintenance, pilots and ground crew alike. Both squadrons said they will be back… a lot!

VALENTINE’S HANGAR DANCE

This year’s Valentine’s Day was jumping, jiving, and swinging late into the night at the Military Aviation Museum. A near capacity crowd filled the hangar for our 7th annual Valentines Hangar Dinner and Dance and swung to the big band sounds from the Terry Chesson Orchestra. This year’s theme, Buttons and Bows, endured as Swing Virginia, a local swing dancing instruction group, enticed everyone onto the dance floor with their own dance moves and mini instruction.

February 14th was romantic with all the courting, carousing and outright fun being shared by all who attended. We would like to thank Atlantic Shores for their donations and support, Echoes of Time Costumes for setting the mood for that time period and of course…all our guests for getting into the swing of it. It was a magical step back in time.
Fly with Us! Take a Plane Ride in the Stearman or Waco

Last year was the inaugural year for selling rides in museum aircraft, and it was a huge success with our guests. Our volunteer pilots were kept very busy, especially on special event days or just perfect flying weather days.

Many people never get the opportunity to take to the skies in an open-cockpit biplane, but our museum lets people scratch that itch by taking 15 or 30 minute rides in either of our noble biplanes. The museum’s World War II Primary Trainer, the Boeing Stearman was called many names, like the “Ensign Eliminator” or the “Yellow Peril” . It was the very first plane flown in the training of tens of thousands of airmen in Army and Navy training. The Stearman has wide, roomy cockpits, and since it was a training aircraft, both cockpits have control sticks and rudder pedals. Anyone can satisfy the “Walter Mitty” in them while enjoying the sights, sounds, and smells of wartime aviation by taking control of the Stearman during their flight.

Our other ride plane is a very similar biplane, the Waco. This is a civilian plane originally built specifically for “barnstorming”, but it comes with a bonus! Since it was built to sell rides in, the front cockpit has a roomy bench seat that allows two people to enjoy the flight together so you can take that special someone on a romantic ride over the ocean and pristine Back Bay area of Virginia Beach. As both planes are quite similar in performance, they will be priced the same as last year’s Stearman rides. 15-minute rides in either plane will cost $149, and 30-minute rides are $229. The Waco rides are priced the same way no matter how many people are riding in it.

Climb aboard the MAM’s open-top double-decker 1962 Routemaster omnibus and enjoy the 2015 summer tour of Naval Air Station Oceana, Virginia. The museum and NAS Oceana team up to bring you an up-close view of the United States Navy’s fighter attack airplanes, catch a glimpse of naval aviators and ground crews in action, and tour the Aviation Historical Park.

The bus departs from 24th Street & Atlantic Avenue at the Virginia Beach Oceanfront, weekdays, June 15th through August 28th 2015.

Buy tickets at the Virginia Beach Visitors Information Center Kiosk on 24th Street at Atlantic Avenue. Cash purchases only. Photo ID required for all passengers over the age of 16. Sorry…no backpacks allowed (for security) but bring your cameras! Check the museum’s website for times and ticket prices.

101 Years Young Visitor is Still Ready to Fly!

Margaret B. Randal was born in April 1913 and it seems she has always been associated with aviation. She writes:

Growing up in CA, I remember as a little girl on Sunday afternoon watching stunt pilots fly from a bean field which is now Wiltshire Blvd. in the heart of Los Angeles. As a young lady and recently married (1934) my husband worked as an aircraft engineer at the Douglass Company during its infancy and later Lockheed during the war years.

In 1935 there was a World’s Fair being held where I was singing as part of a choir (early in my life I was a professional singer). My husband knew how much I wanted to experience a ride in an airplane. He had a friend that worked for Ryan Aircraft whose brother had a plane and was willing to give me a ride. The brother turned out to be none other than “Wrong-Way Corrigan”. The day came when I was to take a flight and we walked past a line of beautiful, well maintained aircraft to the far end of the field where a tied-down, dilapidated, 1929 Curtis Robin stood held together with bailing wire and tape. This “almost airworthy” craft provided me my first flight. “I was scared to death”.

On another occasion prior to WWII again my interest in aviation was heightened. I was invited to sing as part of a program being held at the Toluca Lake Country Club in North Hollywood, CA, where Amelia Earhart was the featured speaker; it was a privilege to be introduced to her.

After the war, my husband purchased a surplus Fairchild PT-19 which we flew for many years.

Visiting the museum and able to see your PT-19 brought back so many wonderful memories. Thank you for maintaining your museum and making these absolute treasures available to the public.

Sincerely,
Margaret B. Randal
**EVENT CALENDAR**

**Warbirds Over the Beach**  
Back in action, with new additions to the fleet, the air armada of the Military Aviation Museum will be on display on land and in the air for three days in May. Advance ticket sales are now available.

**MAY 15-17**

**Memorial Day Flyover**  
The Museum will participate in a flyover at the Veterans Memorial, adjacent to the Virginia Beach Convention Center, at 1400pm. Planes will launch from 12:30pm and should return by 1:15pm.

**MAY 25**

**The Flying Proms**  
This distinctive outdoor occasion combines the best of both worlds: a live performance by the musicians of Symphonicity, in concert with demonstration flights by the aircraft of the Military Aviation Museum.

**JUN 13**

**Public Tours of NAS Oceana**  
Climb aboard the MAM’s double-decker 1962 Routemaster omnibus for a tour of NAS Oceana. Get an up-close view of the US Navy’s fighter planes and pilots in action, and visit the Aviation Historical Park.

**JUN 15-AUG 28**

**Warbirds & Wings**  
**Aviation Summer Day Camp**  
Register your children for this memorable MAM summertime tradition. Campers will learn the fundamentals of flight, and will attend multiple field trips. Ideal for children ages 9 to 14.

**JUL 13-17**

**Wings & Wheels**  
**Tidewater Region AACA**  
Antique automobiles spanning more than 100-years of motoring will be exhibited at the Military Aviation Museum. Presented in partnership with the Antique Automobile Club of America.

**SEP 26**

**Mid-Atlantic Dawn Patrol**  
**Tidewater R/C and the AMA**  
Enthusiasts from around the world will demonstrate their skill as pilots of remote-controlled scale-model aeroplanes of WWI. Presented in partnership with Tidewater R/C and Academy of Model Aeronautics.

**SEP 30-OCT 4**

**Biplanes & Triplanes**  
The Military Aviation Museum will demonstrate its collection of authentic WWI-era aeroplanes, including a genuine 1918 Curtiss JN-4D Jenny.

**OCT 3-4**