Commemorate the Centennial of the War of the Nations!

If you missed the First World War, then this is the time to return and experience only the best parts of it. Join us October 4-5, 2014 at the historic style buildings of the Military Aviation Museum, located at the Virginia Beach Aerodrome, for the centennial of the War of the Nations. Go with us on a journey to the dawn of aerial combat and discover where the term dogfight originated. The museum owns and displays dozens of aircraft from the First and Second World Wars, which are all in meticulous flying condition. Even more aircraft will be on display from other museums and personal collections from around the country. The sky will be crowded with colorful airplanes as rarely seen before.

Hundreds of R/C models, representative of WWI-era aviation, will also fly at the Biplanes & Triplanes air show. The Academy of Model Aeronautics Tidewater Radio Control Chapter hosts its third annual Mid-Atlantic Dawn Patrol October 1-5 with pilots and builders from around the world attending. On Saturday and Sunday, between flights of the museum’s aircraft, you can enjoy the aerial antics of a broad assortment of scale-models intended to recreate some of the more elaborate maneuvers you may have seen overhead at the time of the First World War.

Plan to be comfortable on your beach chair or blanket and enjoy big band music, singing, dancing, impersonators, and much, much more. Your Saturday ticket also gets you into the Saturday Evening Hangar Dance with the Roaring 20’s style orchestra. Come dressed in your World War One uniform or your favorite zoot suit and flapper dress. Dance the Charleston, Lindy Hop, and Foxtrot through the evening.

For more information, go online to www.VBairshow.com or telephone (757) 721-7767 for further details.

Flying Proms: Accept No Substitute

As dusk settled over the crosswind runway of the Military Aviation Museum, the musicians of Symphonicity took to the stage for the 4th-annual Flying Proms. Glistening in the twilight, the grande dames of the museum’s air armada hearkened to the sound of forgotten melodies, with brasses, strings, and woodwinds singing in the summer air. These disparate elements formed the counterpoint of an occasion that has fast become a Virginia tradition, but has remained true to its British heritage.

The “Prom” traces its origins back to the 18th-century pleasure gardens of London, England. These formal outdoor performances have since given way to the modern BBC Proms and, in turn, to the Shuttleworth Collection’s original Flying Proms.

Imported from the UK in 2011, the Military Aviation Museum’s is the first and, so far, only authentic Flying Proms in North America. Mr. Mark Whall, commentator for the Shuttleworth Proms, returns to our shores each year to offer his charismatic accompaniment. Mark had the following to say of his experience this year:

“I think it was our best yet and we’re getting better all the time! What was it? It was another wonderful evening of musical magic and flying sorcery in the characterful setting of the Military Aviation Museum. An established part of the UK air show calendar...in the heart of rural England for nearly two decades, an American version of the Proms is now very much at home in Virginia.”

The first half of the program showcased some of the latest additions to the museum’s collection, including a newly restored 1918 Curtiss JN-4D Jenny, flown to the accompaniment of Henry Mancini’s score to The Great Waldo Pepper. Straight from the pages of Pasternak was a Polikarpov Po-2, the note of its exhaust mingled with Maurice Jarre’s music from Doctor Zhivago. Other dramatic chords were struck by a P-51D Mustang and an FG-1D Corsair, in concert with music by John Williams and Richard Rodgers, respectively. Among the rarest musical offerings on the program was composer John Addison’s main theme to Reach for the Sky, a BAFTA Award-winning film that chronicled Group Captain Sir Douglas Bader’s life and wartime service with the RAF. Of course, the Rolls-Royce Merlin engines of our Hawker Hurricane and Supermarine Spitfire were the perfect complement to Addison’s work. Besides a squadron of Fokker biplanes and triplanes, the remaining aircraft on the program was a Curtiss Model... Continued on Page 3
A fun week was had by all in attendance of the 3rd-annual Warbirds & Wings summer day-camp at the Military Aviation Museum. The campers’ curriculum included practical instruction in the fundamentals of flight, aided by the museum’s resident Eugene Ely. Mr. Robert “Boon” Powell. Dressed in period-appropriate attire, Mr. Powell gave his captive audience a flight demonstration of the museum’s Curtiss Model D, a design whose origins date back to 1910.

Further flight activities were recorded over the course of the week, including a seminar with members of the United States Air Force, from Andrews Air Force Base, who once again graced us with their presence and offered a tour of their Beechcraft King Air. Also airborne were the museum’s Stearman PT-17 biplane and North American SNJ-2. Additional flights were recorded in a WW1-era Sopwith One-and-a-Half Strutter and a Fokker D.1 triplane.

A visit to the Fighter Factory yielded insight into the restoration of the museum’s warbirds, plus a close-up inspection of our Curtiss P-40 Warhawk. The cornerstone of the museum’s collection, this airplane was restored from a wreck recovered in Russia. Also included were tours inside of our Consolidated PBY-5A Catalina and T-34 Mentor. Further familiarization was provided by another veteran pilot, Mr. Obie O’Brien, USN ret., whose long experience of flying the Corsair made him the ideal candidate to introduce the next generation to an earlier concept of airborne operations. Mr. O’Brien’s commentary was integrated into lectures on the Battles of Midway and the Coral Sea, plus the Korean War, a conflict in which he served.

Hands-on activities included the construction and launching of model gliders, the assembly of scale-model airplanes, and the construction of model rockets. The science of rocketry formed a key component of the camp’s latter half. Undertaken both indoors and out, campers received diligent supervision as they put their new-found scientific knowledge to the test. And before anything was launched into orbit, everyone received formal ground crew and fire safety training. Whenever there was a lull between assignments, attendees took a turn at our bank of computer flight simulators.

Every day was punctuated by a catered lunch, including the day of the field trip to NAS Norfolk. Each year campers enjoy an off-site sojourn to one of our area air installations. This year’s visit included a tour of USS Kearsarge, a Wasp-class amphibious assault ship of the United States Navy. The ship’s motto is, “Proud...Bold...Trustworthy.”

Also included was a talk with members of Carrier Airborne Command and Control Squadron VAW-120, a United States Navy airborne early warning (AEW) squadron. Nicknamed “The Greyhawks”, they fly the E-2 Hawkeye along with the C-2A Greyhound. VAW-120 traces its lineage back to 6 July, 1948, when Carrier Airborne Early Warning Squadron VAW-2 was created at NAS Oceana, Virginia. It was later relocated to NAS Norfolk, Virginia.

The last day of camp included an opportunity for a tour of the museum’s historic Cotbus Hangar, a structure dating back to the mid-1930s. Originally known as Hangar No. 6, the building was constructed in Cotbus, Germany, as part of a larger air installation. Used throughout WWII and later during the Cold War, the facility was declared surplus following the reunification of Germany. Eventually secured by the Military Aviation Museum, dismantled, restored, and re-erected at its present location, the hangar once more provides shelter to wartime warbirds of the Luftwaffe.

Besides a final clinic on the finer points of model building, Friday provided an opportunity for children to share with their parents all they had learned in the course of the week. A grand cookout was the highlight of the afternoon, followed by a graduation ceremony. These proceedings were presided over by the Museum Director, Mr. David Hunt, who presented each camper with certificates of completion and a souvenir photograph from the crew of USS Kearsarge. Once concluded, campers were cleared for takeoff.

If you would like to learn more about the Military Aviation Museum’s annual “Warbirds & Wings” summer day-camp, please telephone the Events Coordinator at 757-721-7767, or e-mail events@aviationmuseum.us.
Screaming Eagles: Normandy Revisited, D-Day Remembered

By Jonathan R. Lichtenstein

On Saturday, 28 June, the Military Aviation Museum welcomed two veterans of the U.S. Army's 101st-Airborne Division, Col. Ed Shames and Sgt. Norwood Thomas. Their visit was intended to commemorate the 70th-anniversary of D-Day, 6 June, 1944, which heralded the start of Operation Overlord.

Late on 5 June, 1944, a 1,200-plane airborne assault preceded an amphibious task force of more than 5,000-vessels. Aircraft departed Great Britain shortly before Midnight to transport three airborne divisions to their drop zones behind enemy lines. The US Army’s 82nd and 101st Airborne Divisions were assigned objectives west of Utah Beach. These drops were not very successful: only 10% of paratroopers landed in their designated zones.

A native of Norfolk, VA, in September 1942 Ed Shames joined the US Army. He volunteered as a paratrooper and was sent to Toccoa, GA, for training. Ed started as a Private with Item Company, 3rd-Battalion of the 506th-Regiment, 101st-Airborne Division, and was later promoted to Operations Sergeant on arrival in the UK.

Shames made his first combat jump on D-Day, 6 June, 1944. Seven days later he was promoted to Second Lieutenant, making him the first NCO in the 3rd-Battalion to receive a battlefield commission in Normandy. Subsequently, Shames fought in Operation Market Garden and the Battle of the Bulge. After the war he served in the Army Reserve, retiring as a Colonel.

Sgt. Thomas jumped into Normandy, France, on D-Day, 6 June, 1944, four miles inland from Utah Beach. Subsequently, in September, 1944, Thomas strapped himself into a Waco CG-4A glider as part of Operation Market Garden. He also participated in the Battle of the Bulge, around the City of Bastogne, Belgium.

At the conclusion of our veterans’ presentation the museum’s North American P-51D Mustang, “Double Trouble Two”, took flight in a demonstration of air power. This time she carried with her a distinguished passenger, Col. Shames. Mustangs played an important role, along with P-38 and P-47 fighters, as escorts for the hundreds of aircraft involved in airborne operations, including glider tugs, on D-Day. Flying alongside, Sgt. Thomas chose the more commodious cockpit of our North American SNJ-2 for his aerial excursion. We could forgive them both a muffled war whoop as they shot skyward—the distinctive call of the “Screaming Eagles”.

Warbirds Over the Beach: Cloud-Capp’d Towers

On 16 May, 2014, a great tempest swept the Military Aviation Museum. Subjected to lashings of rain and gusts of wind, an atmosphere of anxiety settled upon the crowds that had gathered for the 6th-annual Warbirds Over the Beach. One question, above all, was on the minds of everyone in attendance: would the turf runway drain sufficiently by the morning of the 17th to permit any flights, let alone flights by the heaviest of aircraft involved in airborne operations, including glider tugs, on D-Day. Flying alongside, Sgt. Thomas chose the more commodious cockpit of our North American SNJ-2 for his aerial excursion. We could forgive them both a muffled war whoop as they shot skyward—the distinctive call of the “Screaming Eagles”.

Several key anniversaries just happened to coincide with Warbirds 2014, including Operation Mercury (20 May, 1941), the airborne invasion of Crete, and Operation Chastise (16-17 May, 1943), the raid by the “Dambusters” (RAF No. 617 Squadron) on the hydroelectric dams of the Ruhr Valley. Although we were unable this year to welcome the Canadian Warplane Heritage Museum’s Avro Lancaster Mk. X, we did have with us two other “Dambusters”, in the form of our de Havilland DH.98 Mosquito and our Douglas AD-4 Skyraider, respectively. Believe it or not, some Mosquitoes were modified to carry a version of Barnes Wallis’ famous bouncing bomb. “Upkeep” was the explosive dropped by the Lancasters of 617 Squadron. A more compact version known as “Highball” was developed by Wallis as an anti-shipping weapon. Intended for use with Mossies, the ultimate version was never deployed operationally. Our Skyraider can claim the title “Dambuster” for its VA-195 markings. Created as a Torpedo Squadron (VT) in 1943, in 1950 they were inaugurated as “Dambusters”.

Among the broad spectrum of entertainers onstage this year were the Victory Belles, The Ultimate Abbott & Costello Tribute Show, Frank Sings Frank, the Hampton Roads Metro Band, the lovely Zambelli Fireworks. On behalf of all of us at the Military Aviation Museum, we hope you will join us again down Princess Anne Road, where we shall witness flying through the skies the planes of the museum, to the halcyon themes of the next Flying Proms.
Hangar Happenings

By Paolo Franzini

Consolidated PBY-5A Catalina-N9521C

By Paolo Franzini

What is Trench Art?

By Robert “Boom” R. Powell

Life in the trenches in World War I was not all mud and misery. There were times of decent weather and reasonably comfortable places to sleep. However, between patrols and attacks, time hung heavy and boredom became a problem. Thus thousands of young men used their energy and imagination to make life in the field more bearable. Many turned to crafts and made objects—useful, decorative or commemorative—to send home. So many were made and became so popular that the term Trench Art was coined.

Trench art had been made for centuries, but until the 1914-18 War the genre did not have a name. Modern warfare, with its profligate use of workable metals, especially brass, meant more trench art survived.

Examples currently in the museum’s collection include an artillery shell case which has been crimped, fluted and engraved to make a decorative vase. The crucifix is an example of the irony in much trench art; messages of peace and love made from lethal bullets and shells. Director David Hunt has his great-grandfather’s pipe from the Boer War which he carved with images of Boer President Kruger and Queen Victoria along with his regiment and date. The two aircraft pieces are from the Second World War. The souvenir PBY Catalina is all brass while the cartridge case and aluminum jet may have been made as a child’s toy.

The museum is always looking for more trench art—especially if related to aviation.

Warbirds continued

Theresa Eaman, and members of the Mark Michielsen Big Band Over three hundred re-enchants bivouacked on site, with personnel representing all theatres of WWII-era operations. Allied and Axis encampments stretched the length of the museum’s property, including the Cottbus Hangar. Displays featured period vehicles, artifacts, arms, and armor. On Saturday, the fun continued into the evening with a steak dinner catered by Black Angus, and a hangar dance, which featured a reprise of virtually all the day’s musical talent.

To the credit of everyone in attendance, this year’s Warbirds Over the Beach was, perhaps, among the best of the air shows yet undertaken by the Military Aviation Museum. What began with so much uncertainty unfolded to become a most memorable weekend for all. By your continued support we may entertain the notion of even more memories made and remembered as our warbirds continue to soar above the cloud capp’d towers, over the beach.

Consolidated PBY-5A Catalina-N9521C

Italy has never been a nation full of big warbirds and only recently, the population of these particular aircraft has expanded by acquiring aircraft larger than the classic biplanes. Despite this, in the past, fans of historical aircraft have had the chance to occasionally admire specimens of warbirds from abroad who have remained in our territory for longer periods of time. From this point of view, a plane that has definitely had a more significant appeal was the Consolidated PBY-5A Catalina (N9521C), which in the mid-90s had a long stay in our country. The Consolidated PBY Catalina aircraft is not particularly common in spite of the numerous surviving examples. It is clear that its shape and its history cannot go unnoticed, even to aviation enthusiasts with little experience in the field of warbirds.

The Catalina is definitely one of the most successful amphibious aircraft in aviation history. At the end of its production, more than 3,290 specimens came off the assembly line. During the years of World War II, it became one of the key elements in the fight against German U-boats attacking convoys in the North Atlantic, as well as the rescue of survivors in the vastness of the Pacific Ocean Theater of operations, and especially for maritime reconnaissance. In this particular role, the Catalina repeatedly jumped to the headlines of war, as they became the protagonists of important actions such as the sighting of the German battleship Bismarck in the Atlantic (beyond the control of the Royal Navy, after the sinking of the battle cruiser HMS Hood) as well as the discovery of the invading Japanese naval force about to attack the Midway Islands. Thanks to its reliability and robustness, the Catalina earned the esteem and affection of the many crew who used it during the war, and only later, was it replaced by more modern aircraft but not of superior efficacy.

In the postwar period, starting in the early ’50s, the United States began to experiment with the use of surplus military aircraft for firefighting. The first planes to be employed in this new role were Boeing PT-17 Stearmans, which were already being used as “crop dusters”. With their strength and agility, a number of additional aircraft were used in this “water-bomber” role and included the Grumman TBV Avenger, Consolidated PBY Catalina, Douglas DC-3 Dakota, Boeing B-17 Flying Fortress and the North American B-25 Mitchell. The use of B-17s and B-25s was soon abandoned as a result of accidents.

The second generation of warbird “water-bombers” consisted of the Grumman F-7 Tigercat, Grumman S-2 Tracker, Lockheed P-2V Neptune, Douglas A-26 Invader, Fairchild C-119 (partially replaced by the “super heavy” Consolidated PB4Y Privateer), Douglas DC-4, DC-6 and DC-7. In this second phase, the Catalina continued to be among the most popular of the fire fighters. With a payload between 4,000 and 5,000 gallons of retardant and water, had the advantage of being able to supply large amounts of water it without having to return to its home base, which was often very far from the front of the fire (which greatly limits the effectiveness of even modern-day fire fighters).

From the mid-1950s, and into the 1980s, these aircraft worked effectively fighting the scourge of forest fires (particularly demanding on the U.S. west coast) on behalf of U.S. Forest Service and local authorities. The effectiveness of these “water-bombers” was brought to the attention of audiences worldwide with the aerospace-themed film “Always” (produced by Universal Pictures and United Artists in 1989 and directed by Steven Spielberg). In this wonderful film, the wise direction of Spielberg shows us some spectacular scenes of supply and release made by a Catalina water-bomber and many other of these fire fighters. It should also be pointed out that, between 1988 and 1991, the Spanish government rented 3 Catalina water-bombers from a Chilean company, Aerosservicio Parrague, to fight forest fires.

Due to their effectiveness in their newfound role as fire fighters, it’s not hard to understand how so many Catalinas have survived to this day. Once in the hands of collectors, many of these warbirds were then returned to their
Everyone who volunteers at the Military Aviation Museum donates what may be the most precious commodity of all—time. We all know that our volunteers help the museum to run like a well oiled machine—doing everything from landscaping to parking at special events, to helping out in the gift shop and giving tours as a docent. These are just a few of the tasks that our cadre of dedicated volunteers provides.

There are a group of volunteers, however, who are privileged to help out in a most interesting, sometimes stressful and (often) physically demanding way—the Aircraft Handlers and Safety Observers.

It cannot be argued that one of the best features of our museum is that most of the aircraft are flight capable, and during good weather any number of them may be up in the air at any given time. Including the museum air shows, Flying Proms, and a variety of off-property, a sizeable total of flight hours are amassed! During the early days of the museum, aircraft operations were handled by museum staff and Fighter Factory personnel. As the museum collection has grown, so too have flight operations, which have become too much for paid museum staff to handle without some help.

Enter the volunteer Independent Aircraft Handlers and Aircraft Safety Observers. Handlers and ASOs are essentially “reservists” to supplement Fighter Factory and museum staff during aircraft operations. Working on these vintage aircraft is obviously a labor of love—albeit one with a large dose of responsibility, and handlers have the rare privilege of helping to “keep ’em flying”. Handlers fuel the aircraft, move them, assist the pilot while entering and exiting the aircraft, perform pre-flight and post-flight checks, and direct the aircraft while taxiing just to name a few of the chores. Handlers are commonly referred to as “Red Dots” because of the red dot on their museum nametags that identifies them to the pilots as handlers. Handlers are first required to have a minimum of 500 hours as a museum volunteer to be accepted to the program, as well as being physically capable of performing the work. Obviously, working with vintage warbirds can be physically demanding as well as great fun—though stressful at times. Our handlers soon discover that a 15 hour workday during an air show is a loooooong day—especially considering the “chronological enhancement” of Red Dots!

After entry into the program, trainees are required to successfully complete a course of instruction in aircraft operations supervised by senior staff at the Fighter Factory. Upon completion of the course, handlers are authorized to work on the museum flight line during aircraft operations. The Aircraft Safety Observers (ASOs) are commonly referred to as “Yellow Dots”—because of the yellow dot on their museum nametags that identifies them as such. ASOs help the handlers and museum staff during flight operations as well. They help move the aircraft by serving as “wing walkers”—ensuring that the museum aircraft do not come in contact with anything during movement. They also act as safety observers on the flight line; ensuring wayward guests don’t approach too closely to the aircraft during flight operations.

ASOs are required to have a minimum of 300 hours as a volunteer, as well as being physically capable of performing the required tasks. They also must complete a course delivered by the museum staff to learn their duties as ASOs.

Ultimately, both handlers and ASOs provide a significant service to the museum—while having a heckuva good time! Sounds like a “win-win” situation for all!

Clint was born in 1952 and grew up on a farm near the small village of Milo, Alberta. From a very early age he always knew he wanted to fly. He loved everything aviation and got extremely interested in WW II aircraft.

When Clint was about eighteen years old, it had become very well known that he loved old aircraft and consequently someone informed him of an old plane in a farmer’s field. They did not know what kind it was...just an old plane. When Clint found out whose farm it was, he contacted the farmer and asked to go see it. That farmer had purchased the airplane for scrap for $150.00 after the war, mostly to use for parts to repair farm machinery. The farmer towed it by the tail across country to his farm, with gas still in the engines, with his Massey Ferguson tractor. Basically, it was still a flyable aircraft at this point. At some point the Air Force came and took the engines and props. The farmer then stripped it down, used the wheels for something, took some of the wiring out and dropped it on its belly. At one point it was even used as a hen house. Clint asked the farmer if he could have it and the farmer said “sure!”

When Clint drove out to the farm to see this aircraft, he really had been thinking it would likely turn out to be an Anson as many farmers had bought them for scrap after the war. (There used to be a huge training base in the area south of Vulcan, Alberta for Allied Bomber Command.) As he got closer to the farm and could start to see the plane a little clearer, his heart started pounding. He could not believe his eyes as he recognized it to be a Mosquito! After the farmer told Clint he could have it, he drove home and went straight to his dad to figure out how they could get it home to the farm, all the time knowing there would be very little he could do with it but not wanting to see it deteriorate any more than it had. His dad enlisted the help of the only neighbor they knew who had a big enough flat deck to haul it with. Clint thinks the neighbor wondered what the heck he got himself in for as they hauled it 30 miles cross country knocking down stop signs and stopping traffic to get it home.

The plane sat on the Armstrong farm from about 1972 behind their machine shed. After about 4 or 5 years, one of Clint’s flying buddies heard that Ed Zoleski from the Richmond, B.C. Air Museum was looking for Mosquito parts and suggested that Clint get hold of him. Clint sold it to Ed for $150.00. He was apparently going to try to restore it as a static display. When he arrived, Clint’s father and brother Rod helped him load the plane for transport to Richmond.

This has all surfaced because one of Clint’s closest friends from childhood called him about an article he saw in the Calgary Herald about this plane. A while ago another of his friends sent him a video of the plane flying in New Zealand and of course they all know the registration of the aircraft. That is what happens when you love aviation. These things don’t get forgotten! Since the article, apparently the YouTube videos and social media has lit up about this Alberta aircraft and Clint is very excited to have been part of the history of it and is extremely happy seeing it so beautifully restored.

I hope you enjoy sharing in the story! 
Glider Towing Spitfire

Ideas for the invasion of Europe scheduled for the spring of 1944 ranged from ridiculous to ingenious. One, which sounds strange at first, just may have worked. Planners with the RCAF (Royal Canadian Air Force) 126 Wing were concerned there might not be sufficient transportation available to rapidly move complete fighter squadrons to France immediately after the invasion and came up with a scheme to use their Spitfire Mk-IXs to tow gliders loaded with personnel and equipment across the English Channel.

The glider chosen was the General Aircraft Hotspur with a wingspan of 45' and a length of 39'. Originally designed to carry ten equipped troops, the Hotspur had two pilots seated in tandem. The pilot in the rear could barely see out, but was needed for training and to frequently hold the landing flaps down. Compared to the Hamilcar, Horsa and Hadrian (CG-4 in the US), the Hotspur was considered too small for airborne assault and had been relegated to the training role, so they were available.

In late 1943, 401 Squadron based at Biggin Hill sent four pilots, two flying officers and two sergeants, to the Netheravon Training Center for a glider course. The course consisted of one ride in the back cockpit and two up front. After that, the Spitfire pilots were considered qualified, paired up and flew “a couple of hours” together. (Note: the Spitfire pilots were considered qualified, paired up and flew “a couple of hours” together. After that, the glide pilots were considered qualified, paired up and flew “a couple of hours” together. After that, the glide pilots were considered qualified, paired up and flew “a couple of hours” together. After that, the glide pilots were considered qualified, paired up and flew “a couple of hours” together. After that, the glide pilots were considered qualified, paired up and flew “a couple of hours” together. After that, the glide pilots were considered qualified, paired up and flew “a couple of hours” together. After that, the glide pilots were considered qualified, paired up and flew “a couple of hours” together. After that, the glide pilots were considered qualified, paired up and flew “a couple of hours” together. After that, the glide pilots were considered qualified, paired up and flew “a couple of hours” together. After that, the glide pilots were considered qualified, paired up and flew “a couple of hours” together. After that, the glide pilots were considered qualified, paired up and flew “a couple of hours” together. After that, the glide pilots were considered qualified, paired up and flew “a couple of hours” together. After that, the glide pilots were considered qualified, paired up and flew “a couple of hours” together. After that, the glide pilots were considered qualified, paired up and flew “a couple of hours” together. After that, the glide pilots were considered qualified, paired up and flew “a couple of hours” together. After that, the glide pilots were considered qualified, paired up and flew “a couple of hours” together. After that, the glide pilots were considered qualified, paired up and flew “a couple of hours” together. After that, the glide pilots were considered qualified, paired up and flew “a couple of hours” together. After that, the glide pilots were considered qualified, paired up and flew “a couple of hours” together. After that, the glide pilots were considered qualified, paired up and flew “a couple of hours” together. After that, the glide pilots were considered qualified, paired up and flew “a couple of hours” together. After that, the glide pilots were considered qualified, paired up and flew “a couple of hours” together. After that, the glide pilots were considered qualified, paired up and flew “a couple of hours” together. After that, the glide pilots were considered qualified, paired up and flew “a couple of hours” together. After that, the glide pilots were consid)
initial configurations prior to being introduced into the air show circuit.

In the United States, Canada and in other parts of the world (including Europe), some Catalinas are still used for commercial purposes, mainly in the tourism sector for passenger transport over short, but luxurious cruises along the coast of Africa. During 1995, the European Warbird circuit considerably increased the interest in seaplanes and, in particular, recorded the arrival of four Consolidated PBY Catalinas which supported the original steering wheel for several years in Britain (the famous “Killer Cat” based at Duxford). Such a large concentration of specimens had not been seen in the EU since the time of their operational use for several European air forces in order to record flight training of these legendary amphibians. Among them, the Consolidated PBY-5A Catalina photographed in this article stood out for the perfection of its restoration, leading it to be regarded as the model most faithful to the original version in operation during the period of the Second World War. In particular, it is reported to be the only one with the turret gunner for the front, positioned in the nose, which gave it back its characteristic physiognomy “gibbous and square”. The perfect two-tone blue livery made it look even more war-like and highlighted the shape of the fuselage.

This aircraft has quite a history. Built in 1943 (n 1656-Bu.48249), it was used by the U.S. Navy in the Pacific, and after the end of the war was transferred to the U.S. Coast Guard for rescue at sea. At the end of its operational career, it was sold as surplus to the Brazilian government and employed for several years in the control of dams on the Amazon River. In 1964, it was purchased by O.W. Noble in the United States and registered with the freshwater civil N9521C. Since 1967, it passed through various traders including the Catalina Flying Inc., of Anchorage, who between 1983 and 1987 assigned it to the transport of goods and passengers in the vast expanses of Alaska. After a few years, it began to operate with the fleet of aircraft of the Colombian drug traffickers who used to transport illegal drugs into the United States (performed splash landings during the night off the coast of Florida where they were waiting for the powerful local drug speed boats). During a coup by the agents of the Drug Enforcement Agency, the Catalina was captured and impounded.

After a period of neglect in a judicial deposit at the beginning of the 90s, this PBY was purchased for a few dollars at a public auction by Gus Vincent, a TWA pilot commander who tried to restore it at his own expense. In 1994, after Vincent determined that he would not be able to complete the restoration, the amphibian was sold to a company that moved to Santa Rosa, California in order to complete the reconstruction in workshops run by Lynn Hunt, an expert restorer of Catalinas. At the end of that year, the seaplane was bought by Joseph, Bonfiglio, Tosolina and Guido in order to transfer it to Europe to use in the air show circuit. In the meantime, the Catalina was acquired by Wallace Simpson Enterprises. It took off to Europe, driven by Tosolina, Bonfiglio and Hunt. On May 21, 1995, it reached the airport Vergiate (VA) after having made stops in Labrador, Greenland, Iceland, Norway, Sweden and Switzerland. From this new base of operations, which alternated with that of Ambri (Switzerland), the aircraft took off for two years to participate in numerous Italian and European air shows (the images in the water and in the air were taken in 1996 in Venice during the rally of international seaplanes “Sky and Water”). Between 1997 and 1999, this Catalina G. McPherson was used for tourist flights in South Africa. However, at the beginning of 2000, it returned to Europe to be based at North Weald (England). In 2001, the seaplane was used in England for the filming of the television series “Band of Brothers” (produced by Steven Spielberg and Tom Hanks in collaboration with the American network HBO). Subsequently, it temporarily returned to Canada for the movie “Below” (produced and directed by David Twolny in 2002), for which it received the interim livery of a Catalina of 209 Squadron RAF (codes AH545 WQ-Z). Purchased in 2002 by Training Services Inc. of Virginia Beach (Virginia), it left England to come to the United States in July 2003 becoming part of the rich collection of the Fighter Factory, which is now an integral part of the Military Aviation Museum created by Gerald Yagen. At the end of 2010, the Catalina was subjected to audit work at the firm Sky Harbor Aircraft in Goderich (Ontario, Canada) during which a new turret front (ball-type) was installed, and it received a new livery type of the U.S. Navy.

After discussion with the pilots, it was decided that 100mph was the optimal speed to execute the jump.

The flights for the three jumps were perfect because of the excellent coordination between the ADT Jump Master and the aircrew. The program called for four jumps, but high winds required that one be scrubbed.

The exits from the aircraft were less than perfect but greatly improved by the last jump. After the first couple of exits the paratroopers were able to assume the stable body position they were looking for. The winds were light and variable and the team all landed in the small drop zone with very little effort.

The opportunity to be a part of the program at the Military Aviation Museum Warbirds Over the Beach air show is an event the WWIIADT look forward to every year. To be able to do a jump from a JU-52 made it that much more thrilling and fun for the team. The WWII Airborne Demonstration Team is profoundly grateful to be a part of this prestigious program and look forward to many more years of being able to appear and help show the crowd what paratroopers did and to interact directly with the attendees as they don their chutes and explain to them what the paratroopers of WWII were all about. Through the efforts of all who organized and put in the long hours to make the show a success, they were able to further their mission to Remember, Honor and Serve our WWII Airborne Veterans. For more information on the team or to learn more about becoming a member or attend their Jump School, see their web page at wwwwwiiadt.org or call the team at 580 335-3344.

Catalina continued

Airborne continued

Klaus J. G. Jones

On May 13, at the young age of 59, Klaus Jones passed away. Klaus was born in Wiesbaden, Germany and graduated from high school in Niceville, Florida. He held a degree in computer science and a degree from Antonelli Institute of Graphic Design and Photography. Klaus was an active member of “PICTURE THIS” Photography Club of Hampton Roads.

Klaus was a retired school bus driver and he drove with pride the Aviation Museum's 1962 British Routemaster double-decker bus. Renowned for his informative and light hearted narratives, he made many friends with tourists and visitors travelling to Virginia Beach on their tours of the city and the NAS Oceana air base.

He was an avid biker and occasionally would ride with the Patriot Guard and the Rolling Thunder in D.C. He was a member of VTX Cafe Motor Cycle Group and VTXOA Biker Group.

Left to cherish his memory are his parents, Harold and Inrgard Jones of Virginia Beach, Helga and Guenter Hoffman of Wiesbaden, Germany and their two sons, Stefan and Andreas. Cousins, Claudia and Olaf and families of Munich, Germany. Also aunts Mary, Audrey, Kay and Judy and families of East Tenn. Also many other family members and friends.

Klaus was a very loving, generous, compassionate person who will be greatly missed by his family and many friends both home and abroad.
### EVENT CALENDAR

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

**September 27**

#### 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 the Academy of Model Aeronautics.

**October 1-5**

#### Biplanes & Triplanes
To celebrate the centenary of the Great War (1914-1918) the Military Aviation Museum will demonstrate its collection of authentic WWI-era aeroplanes, including a genuine 1918 Curtiss JN-4D Jenny.

**October 4-5**

#### Air & Auto Classic
**First Settlers Region PCA**
If you thrill to words like downdraft, turbocharger, quad cam, or dual-clutch, join us for an international survey of performance motoring. Presented in partnership with the Porsche Club of America.

**October 18**

#### Fall Glide-In
**Tidewater Soaring Society**
The Saturday of the Air & Auto Classic, join members of the Tidewater Soaring Society (TSS) for a demonstration of gliding and gliders. It’s no longer strictly for the birds (weather permitting).

**October 18**

#### Volunteer Orientation Class
Give a few hours a month, learn the history of the Museum’s amazing aircraft, and share their stories with others. All that’s required is enthusiasm! Candidates must be 18 years of age or older to register.

**November 15**

#### Runway 5K
Run with the best for the best of causes: the Runway 5K benefits the Untamed Spirit Therapeutic and Educational Program! Timing to be provided by the Tidewater Striders.

**November 22**

#### Brute Strength Plane Pull
Once you’ve sprinted to the finish line, it’s time for a contest of Man vs. Machine: the Brute Strength Strongman Plane Pull! Sponsored by Brute Strength Gym, proceeds benefit the Wounded Warrior Project.

**November 22**

#### Planes, Trains, & Santa
In association with the Tidewater Division of the National Model Railroad Association, the MAM is pleased to announce its 6th-annual model train show! Santa Claus will fly in on Friday and Saturday.

**November 28-30**

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**RETURN SERVICE REQUESTED**

**Military Aviation Museum**

**Memberships Newsletter for the**

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**Address:**
392 Princess Anne Road
Virginia Beach, VA 23457

**Phone:** (757) 721-PROP

**Email:** info@militaryaviationmuseum.org

**Hours:**
Open Daily
9:00 am - 5:00 pm

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**Prop Noise**

**Volume 7, Issue 3**

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