

PROP NOISE

The Membership Newsletter for The Military Aviation Museum

Spring 2013

Warbirds Over the Beach - 2013

By Boom Powell

When is Warbirds Over the Beach?

May 17-19. The air shows are from 1 pm to 3:30 on Saturday and Sunday. Both days have live entertainment throughout. Saturday there is a steak dinner and hangar dance.

What new aircraft will fly this year?

The DeHavilland Mosquito will make its highly anticipated, premier performance. Her flights in New Zealand were so popular the roads to the airport were jammed. The FW 44 *Stieglitz* "Goldfinch" is a fully aerobatic Luftwaffe trainer. The Avro Lancaster is not real-



ly new, but after missing last year's show, her return is most welcome. And lastly, the Polikarpov PO-2 (Night Witches).

What other new airplanes are in the MAM collection?

In the Cottbus Hangar is a FW-190D "Dora." Originally fitted with a 2,000 horsepower Jumo 213 engine the Dora's performance bested that of the P-51. The Messerschmitt Me108 won sport flying contests in the 1930's resulting in Willi Messerschmitt designing the Me 109.

Will the Me 262 jet fighter fly?

Yes, the world's first jet fighter will again do impressive fly-bys.

Continued on page 2

Military Aviation Museum

www.MilitaryAviationMuseum.org

Virginia Beach Airport

www.VBAirport.com

Fighter Factory

www.FighterFactory.com

Inside this Issue:

<i>Albatros D.Va</i>	2
<i>Return of the Wooden Wonder: Mosquito Flies Again</i>	3
<i>Flying the Fokker Dr.1 Triplane</i>	4
<i>Spring Break at First Landing State Park</i>	4
<i>"Warbirds & Wings" Aviation Summer Camp</i>	5
<i>Museum's NAS Oceana Bus Tours</i>	5
<i>Second Annual Plane Pull</i>	5
<i>Speaker: WWII Veteran, Hans Meyer</i>	6
<i>Hangar Happenings</i>	7
<i>Event Calendar</i>	7
<i>Seventh Glide-in a Success</i>	8

Those Magnificent Men in Their Flying Machines: Flying Proms 2013

By Jonathan R. Lichtenstein, Air Show Commentator

The setting sun glinting off polished brasses, richly varnished hardwoods, finely tensioned strings, and expertly tuned instruments heralds one thing: the return of the constituent members of the Virginia Symphony Orchestra to the Military Aviation Museum in Virginia Beach. As dusk settles over the aerodrome on 1 June, 2013, we all shall be expectant of another evening's entertainment by the Museum's collection of piston-engined thoroughbreds, in concert with the Virginia Arts Festival. Now in its third installment, this year's



Fireworks above the Virginia Symphony Orchestra

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, ours is the first and, so far, only authentic Flying Proms in North America, inspired by the Shuttleworth Collection's archetypal event. Lending an air of authenticity, Mark Whall, commentator for Shuttleworth's Proms, will once more lend his voice to the proceedings. Himself in his third season as Associate Conductor of the Virginia Symphony Orchestra, Benjamin Rous will again oversee the program's musical component. Surmounted by some of the latest additions to the Museum, the consonant chords of our newly restored de Havilland *Mosquito* will have

Continued on page 2

Albatros D. Va

Albatros-Flugzeugwerke was a German aircraft manufacturer for the *Luftstreitkräfte* (Imperial German Air Service) during the Great War (1914-1918). One family of aircraft manufactured was the Albatros series of fighters. The Albatros D.V traces its lineage back through the D.I, D.II, and the D.III models and was generally regarded as the best of the series.

The Albatros fighter family was beautifully streamlined. It has a semi-monocoque plywood fuselage, consisting of a single-layered outer shell, supported by a minimal internal structure. It consisted of plywood frames and spruce beams on which were attached molded plywood panels. This was lighter and stronger than the fabric-skinned box-type fuselage then in common use, as well being easier to give an aerodynamically clean shape.

By late 1916, the D.III was showing signs that it had become outclassed by newer Allied types, such as the SPAD, Sopwith Pup, Sopwith Triplane, and Royal Aircraft Factory S.E.5 fighters. Development of the Albatros D.V began and by early spring 1917 the prototype flew. It entered service in May 1917. It retained the twin 7.92mm synchronized Spandau machine guns that fired through the propeller disk. The engine was the 180 hp Mercedes (a 160 hp Mercedes with an increased compression ratio). The D.V immediately began experiencing structural failures of the lower wing, too many fatal. These crashes were caused by a tendency for the lower wing to flutter and disintegrate during sustained dives from high altitude. It proved difficult to remedy. Structural testing of the aircraft revealed nothing. It was not until a more detailed aerodynamic analysis was conducted that it was found that the lower wing's single spar was positioned too far aft, thus permitting the manifestation of the flutter symptoms.

In order to prevent the twisting of the single spar of the lower wing under stress, addi-

tional support was added to the wing structure. Even after the alterations, pilots were advised not to dive too steeply, which hardly raised their morale. Manfred von Richthofen was particularly critical of the new aircraft. In a July 1917 letter, he described the D.V as "*so obsolete and so ridiculously inferior to the English that one can't do anything with this aircraft.*" British tests of a captured D.V revealed that the aircraft was slow to maneuver, heavy on the controls, and tiring to fly.



The museum's Albatros

Deliveries of an improved Albatros, the D.Va, began in October 1917. The structural problems of the Fokker Dr.I and the mediocre performance of the Pfalz D.III left the *Luftstreitkräfte* with no viable alternative to the D.Va until the Fokker D.VII entered service in the summer of 1918.

Despite its well-known shortcomings and general obsolescence, before production ceased in April 1918, 900 examples of the D.V and 1,612 of the D.Va were built. As of May 1918, 131 of the D.V and 928 of the D.Va aircraft were in service on the Western Front. Numbers declined as production ended, but the D.Va remained in use until the Armistice (11 November 1918).

Military Aviation Museum's Albatros D.Va

The Military Aviation Museum's Albatros D.Va was originally built in the mid-1970s by master craftsman Art Williams and his team at Williams Flugzeugbau at Guenzburg, 35 miles east of Augsburg in southern Germany. Williams Flugzeugbau was one of the first companies to build highly accurate Great War reproductions, and go to the expense of making quantity runs of the German lozenge fabric.

Our Ranger-engine Albatros D.Va was registered to the Surrey-based Leisure Sport company in August 1978, and flew along-

Warbirds..Continued from page 1

Will the 262 takeoff and land at the VB Airport?

No, the jet is based at the Suffolk Airport. Arrangements are being made to watch the 262 fly at Suffolk. Another way to get a close look at the Me 262, and other aircraft in our collection, is to visit the Festival of Flight at Suffolk May 4-5.

What else is new?

The Luftwaffe Hangar from Cottbus is complete, battle damage and graffiti left by a Polish worker are visible. Two buildings have been added to store parts which were scattered in temporary storage places. The bricks near the WWI Hangar are a control tower from the former RAF base at Goxhill.

Any advice for attending the airshow?

As airshow fans know, come early, stay late. Come on Friday also--the three day package is a bargain. Go to www.VBAirshow.com and save money by ordering tickets in advance. □

Flying Proms..Continued from page 1

the last word, before ceding center-stage to the Virginia Symphony, for a twilight concert performance. Surely music to the ears of all in attendance, by your patronage, we trust the Flying Proms shall endure as one of the Arts Festival's best and brightest. □

side several other Great War replicas. Until recently it was displayed at the Fleet Air Arm Museum (FAAM) in Yeovilton, Somerset, England. Although its airworthiness certificate has not been renewed since 1990, it is expected to be flying again soon at the MAM.

The Museum's Albatros D.Va is painted in the markings of D.Va D5397/17, flown during December 1917-January 1918 by Lt Hans Joachim Theodor Gottlieb von Hippel of *Jasta 5*. □

Return of the Wooden Wonder: The Mosquito Flies Again

By Gavin Conroy

After nearly eight years and thousands of hours of restoration by AvSpecs, De Havilland FB 26 Mosquito KA114 spent a few months flying in New Zealand before heading to its new home at the Virginia Beach Military Aviation Museum. The Mosquito flew three displays on September 29 in the hands of seasoned Warbird and former military pilots Dave Phillips and Keith Skilling, during a New Zealand airshow put on in honour of this very aircraft.



The Mosquito completely unpacked.

Returning the Mosquito to the sky had been a mammoth task loaded with challenges but due to the determination of AvSpecs and this team of three, we have witnessed something that would have been unthinkable when the last flying Mosquito crashed at an English airshow in 1996. Using wood in the airframe was a stroke of genius during WW2. However, time has taken its toll on many of the airframes left and most would not be capable of flight. Deterioration of the wood and natural break down of the animal glues and fabric has not helped the “Wooden Wonder,” so new techniques had to be developed before a Mosquito could fly again.

The relationship between AvSpecs’ managing director, Warren Denholm and the Museum goes back many years. AvSpecs completed a successful restoration of their Curtiss P-40 Kittyhawk for the museum and they had discussed the possibility of future restoration projects. Meanwhile Glyn Powell had begun restoring his own Mosquito in a work shop near Auckland. He had enlisted the help of a boat builder to help produce moulds for the fuselage as well as to build the wings and tail section. All of this was to be done to the original specifications but using modern glue, fabric and other materials that would help the Mosquito stand the test of time.

Warren saw a great opportunity to take up that challenge and the Museum was delighted to be able to make it all possible. The first task was finding an original restoration project. Any original parts that could be sourced from an original airframe were crucial to help give the airplane an identity as well as speed up the restoration process. Glyn knew of a partially complete aircraft in Canada so the Museum provided funding for him to go and inspect that airframe. He was very positive about using that airframe as the basis for a restoration project, so the Museum purchased it for the rebuild. This airplane was built by de Havilland’s Canadian based factory in Toronto. It flew for the first time in early 1945, but was too late to see any combat service, so was flown directly into storage. It enjoyed a very short stint of flying in Nova Scotia, and then once again entered storage, this time in Western Canada.

Once the war was over, thousands of former military aircraft could be purchased by the public in various countries. Many headed straight to the various scrap yards, but in this case a farmer purchased KA114 in 1948 and took the aircraft to his property in Alberta, storing it outside on his farm.



Photo of Mosquito in flight by Gavin Conroy

The aircraft was saved from being scrapped but unfortunately the weather took its toll and its condition deteriorated badly over the years. A reprieve came in 1978 when it was acquired by a local Canadian museum, who put the aircraft under cover to prevent fur-

ther weather damage. Moving the airplane from Alberta to Vancouver was not that straightforward, and due to deterioration, the aircraft broke in half whilst being loaded for the move. It had spent several years at the museum in their storage facility before being purchased by the Military Aviation Museum in 2004 and subsequently shipped to New Zealand. The aircraft was in poor condition and to make matters worse, the wings had to be shortened with a chainsaw in order to get it into a shipping container.

Once back in New Zealand the AvSpecs team unloaded the aircraft and set about removing all of the useable parts and fittings. Although the woodwork was in terrible con-



The Mosquito at its new home on the museum runway

dition, most of the metal parts could be used again. Alternatively, patterns could be easily drawn up from damaged components to produce new ones. This was a lot easier than starting from scratch, especially when plans were extremely hard to come by.

The project was slow to get going initially due to the wood that was required to build an airworthy machine being very hard to source. After a worldwide search, a suitable supplier was eventually found in Norway and the project picked up pace. It took Glyn Powell just under three years to build the wooden airframe and once completed, it was transported to AvSpecs at the Ardmore airport. The team there had been restoring hydraulic and electric systems, making pipes, and constructing new cowlings and other parts from scratch.

Many new parts were sourced as the aircraft had no engines or landing gears when it ar-

Continued on page 6

Flying the Fokker Dr. 1 Triplane

by Nelson Eskey

Anthony Fokker's WW1 Dr.1 Triplane, introduced in 1917, is probably best known for being the mount of Snoopy's nemesis Manfred von Richthofen. "The Red Baron," after flying it, told Fokker it "climbed like a monkey and maneuvered like the devil," and that pretty well describes the "Tri's" or Triplane's abilities. He scored the last 20 of his 80 victories while flying it before being shot down and killed while flying one in April 1918.

I'm lucky enough to fly 3 of the Military Aviation Museum's Triplanes and each one flies a little differently. None of the 320 built are known to exist today, so ours are full sized replicas. They have steel tube fuselages and tails, wooden wings, are covered with modern synthetic fabrics and have some modern (by earlier standards) amenities such as brakes, tail wheels (instead of tailskids) and a starter on one. You still hand-prop the other two. They also have the more "modern" (1930) Warner Scarab radial engines of 145 and 165 H.P. Sweet sounding engines. Finding mechanics, who know how to work on these older engines, do fabric work and wood work is becoming harder and we're fortunate to have some who know the "old" stuff and are willing to teach the younger ones an almost forgotten trade. I like that, especially since I fly em!

When you first climb in the Tri and get settled in the seat, one of the first things you notice is that you can't see a darn thing straight ahead except machine guns and wings. The center wing has curved cut-outs at the fuselage so you can lean your head down and see ahead, left or right, when you S-turn while taxiing. When sitting in the 3-point position, the wings block the air-

flow over the rudder so after you're lined up for takeoff it's power up and stick full forward to get the tail up level so you have airflow over the rudder, directional control and can see straight ahead. The plane is short-coupled (short distanced between the



The Fokker coming in for an "easy" landing.

wheels and rudder) and can be fairly "squirrelly" on takeoff and landing so you need to pay attention and do a little "foot dance" on the rudder pedals at times to keep it going the right direction! It doesn't care for crosswinds and the close gear, short wing span and tall wings combine to make it "tipsy" if it starts to swerve or ground-loop. That's where the "axe handles" or tip skids under the lower wing tips come in handy, keeping the wing tips off the ground at that point. With all the lift from three wings (plus one between the wheels) she flies off after a pretty short run. Once off the ground it's a fun plane to fly but has no stability at all, so you're constantly flying it. The rudder is really sensitive with the elevator and ailerons a little less so but still pretty quick. You can "turn on a dime", slow it down to 35 or 40mph indicated and, with power on, fly along straight and level about 25 or 30 degrees nose up, and still have aileron control. Stalls are pretty gentle and with a little

power on usually just result in a "mush". Drop the nose, add some power and she just flies right out. You can do fairly small diameter "flat turns" with some rudder, opposite aileron, power and watching your airspeed. Strange feeling, but I can see why Richthofen said what he did about the Tri, cause you could really whip it around the sky, if you needed to; like somebody shooting at you! I find it easier to fly it just by "feel" or "the seat of your pants." Trying to "keep the ball centered" all the time is just an exercise in frustration! To me it's more tiring trying to fly the Tri straight and level for an hour or so, than just doing some "fun flying" for the same length of time.

OK, we're through playing and it's time to land so you go to your "busy feet, pay attention" mode. Check for crosswinds, and hope there's none, keep the pattern pretty close (it doesn't glide very good, power off, i.e. like a brick!). Depending on the wind, I use 60 to 70mph and 1200 to 1400 RPM on final, and pull the power off just before, or just after touch-down. I make a flat wheel landing and keep the tail up as long as able for good airflow over the rudder for directional control. When the tail comes down I hold full aft stick and keep it straight with the tail wheel, trying not to use brakes till we're about stopped and taxiing in. You're not through flying till you're parked, shut down and chocked. Then you can stop holding your breath! No, just kidding, cause I would rather go right back up!

I'll see ya at the museum. I'll be the one with the Big Smile on his face! Come to think of it, all the guys who fly out here have big smiles on their faces! ☐

Spring Break at First Landing State Park

by Mike Potter

At the end of a gentle drive of a mile or two of wetlands and "Spanish Moss," lies the interpretive center at First Landing State Park. Each year, during the school system Spring Break, the park invites representatives from Virginia Beach museums and other attractions to showcase their venue for parents and their children to experience at the park.

This year, MAM responded to the invitation by tasking volunteers Doris Baker, "Boom"

Powell, and Mike Potter to conduct two one hour sessions at the park to tell area residents about the museum and its mission. Mike Potter gave a presentation with audio and video about the museum, "Boom" Powell used photos and video to talk about flying the Storch, the Fokker Dr.I, and the Curtiss Pusher, and Doris "Rosie the Riveter" Baker used her rivet gun and a 1940's video of women on the assembly line with the song "Rosie the Riveter" by the Vagabonds

in the background as an introduction to her talk about women in the war industries.

Museum volunteer Nelson Eskey had planned to fly the Stearman over the event between the two talks, but the cool weather and strong winds made the venture unsafe.

The kids were excited to try on "Boom's" flying headgear, but the younger ones

Continued on page 6

“Warbirds and Wings” Aviation Summer Camp

July 15-19, 9:00 am - 4:00 pm

The Military Aviation Museum is excited to hold its third “Warbirds and Wings” Aviation Summer Day Camp July 15-19 of this year. During this fun-filled learning experience, children will spend the week at the Virginia Beach Airport amongst the largest private collection of operational vintage and reproduction aircraft in the world! They will have the thrill of being up close and personal to vintage World War I and World War II era fighters, bombers, trainers, and seaplanes, learning everything about them, as well as general aviation.

In the curriculum, the children will learn the fundamentals of flight; how factors such as lift, drag, thrust and weight affect flight, as well as a brief history of flight from one of the Museum’s pilots. They will put their newfound knowledge to the test



Last year’s field trip to the Fighter Factory

by building and flying their own gliders, and then further their knowledge by building a model airplane. Kids will also learn the basics of rocketry, learning how rocket motors work, then put their newfound skills to practice by building and launching their very own model rockets. Ground crew training; learning all of the important safety measures and hand signals required to handle aircraft on the ground, will also be a part of this week’s agenda. Children will enjoy two field trips that week; one to the Museum’s own Fighter Factory and one yet to be determined. At the Factory, they will get to see first-hand how these magnificent flying machines have been beautifully restored to their former glory and can observe and talk with the mechanics who make them soar again. The final day will be marked with demonstration flights of several of the Museum’s restored aircraft and a picnic with games and prizes.

This promises to be quite the experience any young aviator won’t want to miss! The 5-day camp will be for children ages 9-14 years old and will be held from 9:00am to 4:00pm. The cost is \$200 per child. ☐

Second Annual Plane Pull

by Carine McCandless

Promise Places Charity would like to thank Jerry and Elaine Yagen, and the entire staff at the Military Aviation Museum for their continued support in hosting our 2nd Annual Plane Pull Event.

On April 20th, our community came out in full force to raise funds and awareness about providing appropriate, inclusive housing within a neighborhood environment for mentally disabled adults in Hampton Roads, as well as advocacy for

necessary resources for families of special needs children.

This year, teams of all ages, types and sizes – Army, Police Dept, Sheriff’s Dept, corporate and community groups, wrestled on the concrete in a tug of war with “Wild Cargo” the museum’s WWII B25 Mitchell. Many were dressed in custom T-shirts and themed costumes. The Pinups For Patriots Girls joined us again and charmed the crowd. The antique cars and war-era military aircraft graced the tarmac as the teams battled the B25 Bomber. All of the kids had a ball with the carnival type treats and games, face painters and made-to-order balloon animals.

The 1st place trophy for fastest pull time went to returning Champions, Army



The fastest pulling Army team

The Museum’s NAS Oceana Bus Tours

Enjoy a memorable, close-up tour of the US Navy’s Master Jet Base, NAS Oceana, home to almost 300 F/A 18 Hornet and Super Hornet strike fighter jets. Watch the awesome power of our military aboard a British-style double decker bus as these jets streak across the sky! And while on the NAS Oceana base tour, you’ll also have the unique opportunity to tour the Aviation Historical Park and see the jets that have been proud to call NAS Oceana their home base for more than 60 years. Get up-close and see the Tomcats, Panthers, Banshees and more... the aircraft that helped make US Naval aviation history! This tour is in partnership with the Military Aviation Museum.

Photo IDs required for all passengers over age 16. No backpacks allowed.

Tour Days: Monday - Friday, June 10th - August 30th, excluding July 4th

Tours depart from and return to the 24th Street Kiosk at 24th St. & Atlantic Ave.

Tickets are available Mon-Fri, 9am-12pm at the 24th Street Kiosk.

Departure Time: 11:00am (returns at approximately 1:15pm)

Ticket Prices:

Adults – \$14
Seniors (60+) – \$10
Children (5 to 12) – \$10
Children under 5 are free.



Continued on page 6

WWI German Fighter Pilot - Hans Meyer

by Ed Dillingham

At an age when most boys are worried about pimples and prom dates, our April guest speaker was flying over the Eastern front in one of the Luftwaffe's hottest fighter planes.



The Focke Wulf

Our museum has been fortunate to have local resident and former WW II German fighter pilot Hans Meyer discuss his experiences as a 17 year old German fighter pilot. As a 16 year old in a German glider club during the last years of the war, Hans was drafted into the Luftwaffe as an enlisted ME-109 fighter pilot and soon found himself flying and fighting for his life against Soviet aircraft.



WWII veteran, Hans Meyer

Ultimately shot down and wounded by the Russians, Hans recovered in a German hospital towards the latter stages of the war. When he was well enough to walk, Hans was told that since the Luftwaffe was all but "kaput", he was now in the infantry. He was given a rifle and sent off to fight the Soviet Army.

A frequent visitor to the museum, our guests often find Hans near the museum's Russian I-16 Rata, one of the aircraft Hans bested in combat. Clearly, his experiences are enough to fill a very interesting book, and to the delight of our guests, he has done just that. Hans, along with co-author Lar Stampe has chronicled his wartime experiences in his biography, which he autographed for our guests after his talk.

The museum looks forward to continuing our relationship with Hans, and to having him return as a special guest again soon. □

Plane Pull..Continued from page 5

Team "305th PSYOP Company The Anglers." The 1st place fundraising trophy went to "Team Evanger." The Best Costumes Award went to "Rosie's Riveters." Most Creative Theme went to "Torts Illustrated" from the personal injury law firm of Shapiro, Lewis, Appleton & Favalaro, and the Most Spirited prize was awarded to the team of staff from California Pizza Kitchen from the Virginia Beach Town Center.

Mark your calendars and save the date – The 3rd Annual Promise Places Plane Pull will be held on Saturday April 19th, 2014! Plan ahead to come join in the fun at The Military Aviation Museum!

For more information about Promise Places, please visit us at www.promiseplaces.org. □



Mosquito..Continued from page 3

rived. As there are not many Mosquitoes being actively restored to airworthy condition, gear legs, tires and other necessary bits are only available if one knows where to look. A brand new pilot seat with the makers tag still attached was found on eBay.

The engines needed to be found and two former New Zealand Mosquito Merlin 25's were found in Australia complete with original engine mounts which were purchased for the project. These were sent to California to be restored by Vintage V-12s.

Choosing a paint scheme for any aircraft is a difficult task and a lot of different ideas were thrown around before a 487 Squadron RNZAF color scheme was finally chosen by AvSpecs.

This was an English based RNZAF squadron made up of Kiwi crews. Once the airplane was painted, the team finished off a huge amount of smaller jobs. These included the addition of four replica machine guns and the fitting of four 20mm canons under the nose, complete with original ammo boxes.

September 27 would see everything come together for the plane's first demonstration test flight.

A large crowd had gathered, followed by cheers and clapping as the Mosquito roared into the sky in the hands of Dave Phillips with Warren as the crew member. The Mosquito looked great, flew for 30 minutes, before returning to Auckland International. It was hugely satisfying for the whole restoration team to see their wonderful creation tearing up the sky above Ardmore and finally the world now again had an airworthy Mosquito.

The aircraft was disassembled in February and packed into three large ocean shipping containers for transport across the Pacific Ocean, through the Panama Canal, and on to America. The Mosquito arrived at the museum on April 14th and two team members from AvSpecs arrived on April 6th to help the Fighter Factory reassemble the plane. It will make its first public display flight in the United States at the *Warbirds Over the Beach* airshow on May 17/18. □

Park..Continued from page 4

seemed to have just a bit of difficulty grasping his lecture on the "aerodynamic principles of full length leading edge slats."

The director quickly received a nice note from one of the parents about what a wonderful time they had learning about the museum, enclosing a photo of their son with "his" helmet and goggles on. □



Lt to Rt: "Rosie," Doris Baker (volunteer), pilot, Boom Powell and the Park Ranger is Jennifer Huggins

Hangar Happenings

Historic Train at the Airport

By Stephen Chalker

In case you haven't noticed there is a new addition to the museum next to the German Cottbus Hangar, our very own railroad! When our own museum acquired a museum in Germany, part of the collection was what the Germans call a Feldbahn or Lorenbahn, literally a field train or tipper train. These were narrow gauge railroads used to bring in lumber, clay, peat, or any place there was quantities of material to be transported. They were easily moved and not permanently fixed in place and are still in use today in many European countries.

We have two locomotives, one of which is so small you might not recognize that it is a locomotive. The larger one with the covered cab is a Gmeinder 15/18, 15/18 being the amount of horsepower it has. The exact date of manufacture is unknown, the records being lost, but was probably built in the mid

to late 1930's. The locomotive was sold new to brickworks "Grenzhof", Fischbach a. B. outside of Friedrichshafen and owned by the Zeppelin-Wohlfahrt GmbH. The locomotive remained in use until 1976 when it was acquired by the museum that we obtained it from.

Our second locomotive is a Krohnke Lorenknecht Servant with a 6 horsepower Duetz diesel engine. This little fellow could be easily moved from place to place and handled by one person.

The cars are modified "tipper" cars with the dump tipper removed. These almost certainly came with the Gmeinder locomotive and were used in an industrial application. As you can see, with the tipper removed they could be used for the movement of large caliber shells for coastal gun emplacements.

Both locomotives appear to be in working order and current plans are to return them operational status. Who knows, maybe in the future you will be hearing. "All aboard," here at the museum! ☐



Valentine's Day Hangar Dance

This year's Valentine's Day Hangar Dance was amazing! Music by Terry Chesson, food by Cuisine and Company along with over 80 dancers with Swing Virginia made the night one to be remembered! We are looking forward the next one already! Mark your calendars because the next hangar dance will be February 15, 2014. ☐



BECOME A VOLUNTEER!



If you like meeting people and being around vintage airplanes why

not consider volunteering at the Military Aviation Museum? If a tour guide is not your thing then we are always looking for volunteers with specific skills and anyone can help our Museum in many different ways.

The next classes are being held on July 27th & November 9th 2013

Call David Hunt, the Museum Director to sign up for a class 721-7767.



Event Calendar

MAY

- 10-12 - Hot air balloon rides
- 17-19 - Warbirds Over the Beach (WWII Airshow)
- 25 - Double Decker Bus and Jag at the Strawberry Festival Parade

JUNE

- 1 - Crime Solvers Pig Pickin'
- 1 - Flying Proms Symphonic Airshow

JULY

- 15-19 - Aviation Summer Camp

Seventh Glide-in a Success

by "Boom" Powell

Members of the Tidewater Soaring Society (TSS) brought three gliders to the Virginia Beach Airport by trailer and a fourth was aero-towed from the Garner Gliderport by the TSS Citabria. They set up on the museum ramp near the B-25 and had begun assembling the gliders when the Glasflugel Libelle released from the towplane and soared overhead for almost 30 minutes. Visitors got an up close look at the gliders and asked questions at the TSS information tent before the gliders were towed, one by one, by golf cart down the runway for their launches over the dinosaur park. The sea-land convergence Pungo is becoming famous for did not appear, but some of the fliers still managed to stay aloft for half an hour.

During a break, hoping lift conditions would improve, the glider pilots were invited to see the museum's newly acquired Grunau Baby glider. Every one of them volunteered to help with the restoration to get this historically significant glider back in the air. Next year's airshow will be the only one in the world which will have flying examples of two major training gliders of WW2; the

Grunau, which most pilots of the Luftwaffe learned on, and the Laister-Kauffman TG-4 which was used to train USAAF pilots who went on to the huge CG-4 combat gliders used at D-Day and in Operation Market Garden.

The two Schweizer SGS 1-26 gliders are old enough to be within the Museum's purview although they were never military. The sleek, modern ASW-19 provided an example of how far the development of sailplanes has come. With its grass runway and airborne views of Back Bay and the Atlantic, the Virginia Beach Airport is a wonderful location for soaring. For Glide-in 8# in the fall, here's hoping the lift is better. □



RETURN SERVICE REQUESTED

9:00 AM - 5:00 PM
OPEN DAILY

(757) 721-PROP

1341 PRINCESS ANNE ROAD
VIRGINIA BEACH, VA 23457

MEMBERSHIP NEWSLETTER FOR
THE MILITARY AVIATION MUSEUM



NONPROFIT ORG.
U.S. POSTAGE
PAID
VIRGINIA BEACH, VA
PERMIT NO. 235