

PROP NOISE

The Membership Newsletter for The Military Aviation Museum

Spring 2011

Warbirds Over the Beach

by Brad Groom

May 20th is just around the corner and so is one of the best airshows on the East coast. The Military Aviation Museum will be running on full power for this event which is three days long. May 20st, 21st, & 22nd, the rural area of Pungo will see the skies come alive with warbirds flying and the fields turned into an assortment of camps from all the different countries that fought in WWII.

Live flight operations begin Saturday at 1:00 PM. Fighters, bombers, trainers and sea planes will be in the blue sky flying, performing and showing their flight capabilities.

One of the most famous Allied bombers of WWII will be there showing it's great flying characteristics that made this bomber a very successful asset. One of the only two flying Lancaster Bombers in the world will be gracing the skies for all to see and hear and a WWII Airborne Demonstration Team will be per-



Canadian Lancaster scheduled to visit the airshow

forming Saturday and Sunday. This team will be making a low altitude parachute drop by the airshow fields. This will really be exciting to see in WWII gear and authentic attire including round parachutes!

Some other opportunities for the more adventurous are also available. Arrangements have been made for there to be authentic military trainers, an AT-6 and a PT-19, on-site. Both aircraft are dual controlled with full intercom systems. Check the museum's home page for making reservations.

The recent arrival of the German Focke Wulf Fw-190 at the museum was just in time for the airshow too.

Check out some of the very early aircraft that men flew during the beginning of aviation. See the Nieuport 24 from the Aviation Institute of Maintenance, a local aviation school. It is something to see!

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Military Aviation Museum

www.MilitaryAviationMuseum.org

Virginia Beach Airport

www.VBAirport.com

Fighter Factory

www.FighterFactory.com

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Hidden Memories of the Cottbus Hangar

The museum is in the process of erecting its WWII Luftwaffe hangar. The hangar was originally erected in 1939 in Cottbus, Germany. This was a small city south-east of Berlin and its airport protected the southern approach to Germany's capital. The hangar was designed and erected by a local manufacturer as a prototype of

similar hangars to be sold to the German Air Force.

The design is a steel structure of approximately 10,000 square feet with a wood clad roof. They were easy to disassemble and transport by railroad, and erect by an advancing army moving eastward through Europe. This particular hangar was still in position at the Cottbus airfield when the Russian Red Army attacked the city and encircled Berlin in the ending days of the war during 1945. After the war, Cottbus was in Russian Controlled East Germany and used as a storage building for Soviet helicopters.



Original hangar in Cottbus, Germany

After the fall of the Berlin Wall and the reunification of Germany, the airport was closed and plans were to turn it into a large industrial park. The museum

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Airshow..Continued from page 1

This weekend is not just about the aircraft but also the people. Encampments will be setup along the long turf runway from American, German, Canadian, Polish, Czech, and Russian military. All the gear and weapons that they used will be on display. Walk around and see all the camps and take some great pictures of how it looked during WWII.

Checkout other forms of entertainment from the Victory Belles, Frank Sings Frank, Theresa Eaman Jazz, Ultimate Abbott & Costello Tribute Show, Hampton Roads Metro Band and the

Original Superband, for the hangar dance. All these performers will have you, toe tapping, laughing, dancing and smiling.



Over 300 reenactors expected to attend

Saturday evening a steak dinner is being served in the hangar, so get your separate advance tickets for this event. They go fast. There will be an extensive array of vendors with memorabilia, models, military equipment, art, books, clothing and educational displays. Walk around and see all the different booths. There will be some very unique items for sale from the vendors.

This weekend will be a chance to bring your family and have them witness history come alive right in front of them. We'll see you there and look out for surprise air raids!

Gates open at 8:30 AM. □

German Focke Wulf Lands at Museum

by Matthias Dorst

A recent arrival at the museum in April was the German Focke Wulf Fw-190 A-6, White 11. This was an airplane that was originally acquired by the museum in Germany in April 2005 from Cipriano Kritzinger. The aircraft was previously constructed in Bacau, Romania, and is powered with a substitute ASH-82 radial engine. For the past five years, it has been under restoration and test modification at Meier Motors (www.MeierMotors.com) in Bremgarten, Germany, where Achim and Elmar Meier have been rebuilding and test flying this very rare aircraft. It had already attended several airshows in Europe being flown by Marc Mathis of France. In March of this year, Don Anklin of the Fighter Factory went there to assist in disassembly and packing into an ocean shipping container for transport to Virginia.

In April 2009, the aircraft was painted by Steven Atkin of Great Britain, who came to Germany after researching a suitable paint scheme. Steve had also assisted in repainting the museum's Spitfire in Suffolk, VA, and adding the proper markings onto the Wild Cargo B-25. The paint scheme selected for the new Focke Wulf was that of Lieutenant (ObLt) Georg "Murr" Schott, Staffelfkapitän 1./JG. Schott began his career in the Spanish Civil War with the German Condor Legion. He flew a Messerschmitt Bf-109C for the Second Staffel and downed three enemy fighters in December 1938 ~ two Polikarpov I-16's and one Polikarpov I-15. The museum has such Russian built

aircraft in their collection and on display. In 1940, he claimed his first victory in World War II flying a Bf-109E Messerschmitt and bringing down a Hawker Hurricane on May 19th near Lille, France. On the same day, there was another Hurricane victory by him at La Cateau. In the French campaign, he claimed five total victories of three Hurricanes and two French Morane MS-406 aircraft. During the "Battle of Britain" he claimed eight victories. The first of them was a Spitfire over Sheerness on September 2nd and also another Spitfire in October 1940 over Biggin Hill. The last aerial victory was a Spitfire near Bologne in January 1941.

In April 1943, he was appointed to lead the first Staffel as "Staffelkapitän" and their main task was the interception of daytime American bombers in Western Germany. At this time he flew the "White 11" Focke Wulf Fw190 A-6. On June 22, Schott brought down his first bomber, a B-17 over Recklinghausen. In July, a Hawker Typhoon near Scheveningen didn't manage to escape him, followed by a B-17 over Leek

and victory number twenty was another B-17 over Schiedam. This was his last victory. On September 27th, 1943 he was shot down in aerial combat while attacking four engine bombers over the North Sea. He successfully bailed out and managed to climb into his life raft. Sadly an intensive search proved futile and two weeks later, Schott's remains and the dinghy were washed upon the shore of the island of Sylt.

The paint scheme of Fw-190 A8/M shows how the plane was painted in late August 1943. It is painted in standard day fighter camouflage. The black cat alongside the left fuselage side was used as an identification marking for Schott's airplane and means "bad luck" when it crosses your path, so one meaning could be that you should not cross this fighter's path. The underside of all the cowlings was yellow. Special is the checkerboard used only with the fighter planes of JG1 and this was unique to the whole German Luftwaffe. First to be seen in summer 1943, the first Staffel used black-and-white checkerboards, the second Staffel showed red-black checkerboards, and the final third Staffel with yellow-black checkerboards. These were the so called "Staffelfarben". These same colors were also used in the call sign, "White 11", the second Staffel carried red numbers, the third used yellow numbers. Later in August 1944, the recognition markings were all changed into black-and-white stripes for all "Staffeln", only the spinner wore the Staffelfarben. □



The FW-190 in flight

The Museum's Tuskegee Airmen Event

by Bob Dedman

The Military Aviation Museum was honored to have one of the very few heroes left from World War II speak, Bill Broadwater. A very appreciative group of over two hundred came to listen, learn and appreciate one of the most elite groups in the war and that being the Tuskegee Airmen.

The honored guest is one of the youngest pilots that has survived the wars and many years as a FAA high official. He is also past president and founding member of the East Coast Chapter of the Airmen.

Mr. Broadwater took the podium gave us the history of "negroes" in the services of our country and yet, they got absolutely no respect or honors.

Mr. Broadwater, or "Bill" as he likes to be called, carried us through his young life and the tough times there were for blacks. They were not considered for much more than to perform menial duties or carry a rifle in combat.

Bill wanted, more than ever, to be an airman, like many members of our museum, he educated himself, bought books, studied and took exams so as to make an impression on the Army Air Corps. He did that and as he said, "I aced the exam."

Unfortunately, he was under age but he managed to stick around in various positions till he got an opening in aviation.



Tuskegee airman, Bill Broadwater, with local school children

He went on to explain the training problems and the lack of "openings" in the flight school so they just flew Piper Cubs around building up time. Eventually, Eleanor Roosevelt got wind of this problem and opened some doors. They finally got advanced training in Stearmans, and AT-6's, quite a move up.

After finally getting the good training, the group of 450 pilots got shipped to North Africa but again, being black, were not assigned any combat missions except ground support. Flying rather old airplanes did not help their situation, P-40's were nice but not long range or really good combat aircraft. After changes in the war, they

finally got British P-51's, Apaches, and started combat missions. They did not have the range to protect bombers but when the P-51 was re-motored with Rolls Royce Merlins, the whole picture changed. They could escort bombers a long way and with the

addition of 110 gal drop tanks, they could fly from Italy to Berlin and back to defend the bombers. Their record was unsurpassed by any squadrons in Europe and their bomber losses were very small. In fact, bombers asked for the 332nd Red Kill squadrons to protect them and as a result of their success, the unit was awarded the Presidential Unit Citation.

Someone in the crowd asked, what were your tactics versus other squadrons and Bill explained, "you are here to protect the bombers, not dive down and try to be an ace and if any of you don't follow those orders, you will be court martialled." Obedience is a good thing and it sure brought them fame and glory and so well deserved.

What a wonderful time and an honor to have these gentlemen come to speak and share their pasts. We certainly look forward to another visit. □

Cottbus..Continued from page 1

learned about these plans and paid to disassemble the hangar, which was then loaded into shipping containers for transport to Virginia Beach. Several months ago, the original steel structure was cleaned, sand blasted, and primed for reassembly next to the Fighter Factory hangar.

It was during this time that extensive combat damage was found among the steel beams from fighting between the defending German army and the attacking Russians. These examples of the heavy fighting between the forces demonstrate the heavy machine gun rounds and tank shells that pierced the heavy German steel.

In March, another historical example of the Second World War was found on one of the steel hangar beams. It was a message inscribed by one of the workers. It seems to be in Polish and most likely was from the Polish workers enslaved as the German Army blitzkrieged through their country. Since most of Germany's young men were drafted into the Wehrmacht to fight, they were in need of workers. For this, many of the citizens of eastern countries were relocated to Germany to work in the factories.

Inscribed into the metal surface was the following message:

*ANUSIA (Anna or nickname "Annie")
WACLAW (Last name of Annie or male first name)
TU PRACOWAL (means "worked here")
10.14.1944 (October 14, 1944 - few months before end of War)*

Whatever happened to Annie? Did she survive the war and return to Poland or was she killed in the remaining days of fighting?

Assuming that she was 20 years young when she left her message, it would make her almost 90 years old today. It is unlikely that her fate will ever be learned. However, her message survives to this day and it is unlikely that she ever would have imagined that it would have been first read here in America. It was at



Polish inscription found inside the hangar

WWI Aircraft Project in Full Swing

by Brad Groom

As the WWI hangar is coming to a completion some of the aircraft that will reside in this facility are still moving forward towards their completion date.

It has been a learning experience unmatched for many students that are constructing authentic WWI aircraft at eight Aviation Institute of Maintenance (AIM) schools across the country. What they are trying to do is make history come alive in building Nieuports, Sopwith and Moraine flyable aircraft for the museum.

Eight campuses across the country (Atlanta, Chesapeake, Dallas, Indianapolis, Kansas City, Manassas, Orlando and Philadelphia)

each are building WWI aircraft. The program is designed to help students develop a sense of responsibility associated with working on an airworthy aircraft, rather than on a training aide. At the AIM school in Chesapeake, Virginia this student project started February 2007, with the decision to build a Nieuport 24 biplane using the Redfern plans.

The first item on the agenda was to build special tables with adjustable feet to keep the construction process level. These tables were used for the construction of the fuselage and wings. Students elected to make some changes in the name of safety, like the use of steel tubing, instead of a wood

fuselage as they did in 1917. The fuselage was constructed by building the top and bottom first, placed in a jig, and then the vertical sides were welded in place. Meanwhile other students made progress bending tubing to form the



Academic Coordinator Joe Eggers and student, Chris Herring (in t-shirt) who has almost 500 hours volunteering on the Nieuport 24 project

rudder, stabilizer, and elevator. After this, the flight controls were installed and then the landing gear was fabricated.

In WWI this aircraft had a radial engine installed and in trying to keep this replica as close as possible to the real aircraft, AIM purchased a new Rotec 3600 radial engine to give this aircraft an authentic look with the reliability of a modern aircraft.

Come see this aircraft at the "WARBIRDS OVER THE BEACH" weekend and talk to some of the students and certified Airframe and Powerplant Instructors building this airplane from the Aviation Institute of Maintenance, it really is something to see! □



AIM-Chesapeake's Nieuport 24 biplane under construction

The Museum's Annual Valentine's Hangar Dance

by Brad Groom

It was a special night at the Military Aviation Museum, Saturday February 12th. Cars were rolling in to come to the facility to enjoy a romantic time with their loved ones and friends. It was the annual Hangar Dance!

The red carpet was rolled out at the entrance and rightly so. Ladies and gentlemen were dressed in uniforms and very stylish clothes



Valentine Hangar participants, Shari and Nelson Eskey

from the time period of the 1940's. Some were sports players and personalities of popular television shows of the day, others were dressed in modern attire but all looked glamorous. It truly was a great red carpet entrance. The music was on key with the very popular sounds that made everyone get in the mood to swing dance.

If you needed a little assistant in the steps, lessons were given by semi-professional swing dancers. Of course, with the upbeat music playing such as the Chattanooga Choo Choo and the theme song from American Bandstand, the hangar floor was filled with peo-

ple moving their feet to the beats of the Terry Chesson Jump n' Jive Orchestra. When people weren't dancing, they were enjoying the delicious food prepared by Cuisine and Company and the heavenly desserts such as the white chocolate desert fountain prepared by Sir Chocolate. With a real reenlistment ceremony as part of the evenings entertainment and a costume contest, the evening was truly special for all.

With such a wide range of music from fast swing songs to slow romantic numbers, everyone enjoyed and relished in the true spirit of a 1940's Valentine Hangar Dance. □

Meet Our People

Fighter Factory's General Manager, Don Anklin

by Bob Dedman

Some of the great attractions of our Aviation Museum are the airplanes, that not only look good but fly well and it takes two big parts of the equation to work, maintenance and pilots. Meet the man that does both well and with great precision, Don Anklin, General Manager of Maintenance of the Fighter Factory.



Fighter Factory's Don Anklin with the Curtiss P-40

Don was born in Syracuse, New York, 55 years ago and even before he was born he was flying...in the womb at six months when his father took his mother for a flight in a T-28.

His love for flying was you might say "in born." Don's father was an aviator. He flew in the Korean War and was an aircraft broker, so flying was a natural course for him to pursue. At 14 years old, he would go flying with dad in any kind of airplane that was

available. By the age of 16, he had soloed in a Stearman, T-6 and Cessna 172, but that was only the beginning. He helped his dad with cleaning, fixing and, finally, repairing aircraft. It was logical for him to get an Airplane and Powerplant mechanics certificate, which he did at the tender age of 18. This is quite young to have the experience and ability to pass the examinations. He then went to the University of North Carolina where he played basketball and tennis.

After college, he went to work for the Piper Aircraft Company as a test pilot. He had to attend test pilot school, which Piper paid for. This course really hones the art of safely flying and testing airplanes.

Having been brought up in aviation, Don decided to go out on his own, in the same field. He

first leased two fields, one in North Carolina and one in Florida, but when the renewals came up, he sold them. He then bought 100 acres, outside of Syracuse, on Skaneateles Lake, in New York. He opened a "warbird" and small aircraft business. He successfully did so, until the national economy took a dive and he decided to sell out.

Don saw an ad, looking for a qualified mechanic, to rebuild a P-40 and a Chance-Vought Corsair in Norfolk, Virginia. He an-

swered the ad and came to meet the owner of the museum, who had been working on warbirds, at the Fighter Factory, for the past 15 years.

To really clarify the job of rebuilding these machines, one must take into account that parts are extremely rare, so if you can't buy the part, you make it. This is very demanding and precise work, being that Don had previous experience in this area, he fit right in. He is now in charge of 15 skilled mechanics.

Next comes the pilot's part. Pilots, are die hards and there are hundreds of pilots that would sell their birth rights to fly some of these rare airplanes. The process is hard but we have the best staff of pilots around. We have WWI and WWII planes and Don flies most of them. His favorites are the Corsair and the Curtiss P-40 "Flying Tiger." When asked about the Junkers 92, he said it is slow and lumbering, but when looking at why they were built, it makes sense. Speed in flight was not important. The Catalina flying boat is another that is not fast but it was designed to patrol the seas for long hours looking for U-boats and war ships.

Don is happily married to Patricia Stotler, also born and raised in upstate New York. She grew up and spent most of her adult life in Union Springs, which is located on Cayuga Lake, one of the beautiful Finger lakes. They have 4 children and 7 grandchildren. □

African American Travel Conference Holds Annual Event

The City of Virginia Beach Convention and Visitors Bureau hosted the 12th annual African American Travel Conference which concluded with a gala evening event at the museum.

The African American Travel Conference is the nation's leading organization of group leisure travel planners serving the African American community. Their membership includes almost 4,000 African American travel organizers from across the country. And this year over 12 states were represented.

The travel planners spend the day sight-seeing in Virginia Beach and finish with an evening at the Military Aviation Museum.

The evening began about 6:00 and lasted until 10:00 with tours of the museum, a buffet dinner and a rousing speech given by a local Tuskegee Airman and followed by the local singer "Ella" back by popular demand.

This was the first time the organizers of the event, from Ohio, had been to the museum and they were astounded at the depth and

variety of the types of aircraft and exhibits on display. Their enthusiasm was only exceeded by that shown by the conference attendees themselves. All guests that evening were surprised that the museum has so many airworthy planes. Many said that they had to come back to see them fly.

Deputy City Council, Mr. Steve Herbert, was very pleased that he was able to show so much of the city to the conference guests, and especially the museum, which is quickly becoming one of Virginia Beach's main attractions. □

The Flying Proms

by Brad Groom

The Military Aviation Museum has a record of blazing new ground with their wide range of events and opening doors to new entertainment for the whole family to enjoy and experience. These events cross all generations and surely the next one on the horizon will be nothing but fabulous because it is the Flying Proms Symphonic Airshow Spectacular with the Virginia Symphony Orchestra. Mark Whall of the BBC will be coming from England to be the Master of Ceremonies.

Picture this, it is Saturday, May 7, 2011, it is a gorgeous day, the sun is shining and you have your tickets purchased to a very special event, courtesy of the Virginia Arts Festival and co-presented with the Military Aviation Museum. You are going to see for the first time the Flying Proms performed in the United States of America. Yes, you will be seeing and hearing history in the making on May 7th and what a perfect backdrop, the beautiful farmlands of Virginia Beach. Just like in England where this type of performance happens every year. If you're lucky enough to get a ticket, you are in for a very special treat of music accompanied along with the sounds of vintage aircraft that seem like they are dancing in the sky. These events in England are huge and people bring their flags, picnic baskets, lawn chairs, blankets and any other comforts and enjoy a unique combination of aircraft flying with the sounds of an orchestra filling the air to patriotic songs.

There are different levels of tickets you can purchase making this affordable for all. Tickets to this event includes museum admission. Come and see all the aircraft and exceptional items on display at the museum, visit the gift shop, check out the simulator or enjoy the artwork and uniform display upstairs and then grab your picnic basket and lawn chair and get set-up for a Symphonic Airshow Spectacular. Gates open up at 3:00 PM. and the concert begins at 7:00PM. Bring the family, grandchildren, friends, a date or just yourself but come and fill your senses with music and the sounds of propellers in the air.

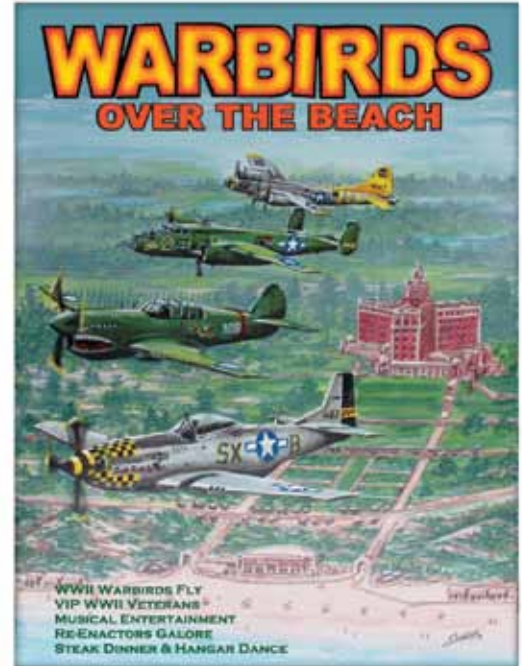
Tickets are still available at the museum giftshop or available on the MAM website □

Beach Warbirds Poster

Our museum has recently released the new "Warbirds Over the Beach" airshow poster for 2011. This year's design was created by Sam Welty, a local artist well known to the museum. Sam created the Corsair dolphin for the museum and also embossed the elevator doors with biplanes encircling the Earth.

The poster for the May airshow has four of the museum's Army Air Corps aircraft flying in formations over the Cavalier hotel along the oceanfront of Virginia Beach. The P-51 Mustang, Curtiss P-40, B-25 Mitchel bomber and the B-17 Flying Fortress are flying along the beach front. In front of the hotel, is the Cavalier train that brought beachcombers from the Midwest, through Norfolk, and directly to the front of the hotel. This majestic hotel was built in 1929 and during WWII was requisitioned by the Navy to train operators of the new highly secret radar systems.

During the airshow, many of the visiting pilots and guests will be staying at this historic hotel. It is normally closed during the winter months but will be open the week of the airshow. Transportation is provided back and forth to the museum airport by the use of the museum's British double decker bus.



FRI-SUN, MAY 20-22, 2011
VIRGINIA BEACH AIRPORT
 WWW.VBAIRSHOW.COM
 1341 PRINCESS ANNE ROAD PHONE 757-721-PROP

Copies of Sam Welty's posters are for sale at the museum gift show and are suitable for framing. Additionally, airshow t-shirts can be purchased with this same design on the backs of the shirts. They make wonderful souvenirs of a memorable weekend. □

Hollywood Visits the Museum

by Norm Venzke

It was a pleasant day at the RAF turf aerodrome close to London where Hurricanes were ready for takeoff when the alarm signaled the incoming Luftwaffe fighters and bombers. Some of the pilots were seated in comfortable chairs adjacent to their aircraft. Others were already in their cockpits. Finally, the alarm was sounded and the pilots jumped up, completed donning their parachutes and ran to their aircraft. I concentrated on one as he jumped onto the wing and, with the assistance of a member of the ground crew, slid into the cockpit of his Hurricane, strapped in, and pulled on leather gloves and the leather helmet hanging on the mirror. I was waiting for his Merlin to come to life when, suddenly,

I woke from my "Walter Mitty" dream realizing that my imagination had run adrift. I wasn't in England but, rather, on the tarmac of the Military Aviation Museum. A Hurricane was parked on the turf and numerous

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The cast of "We Few"

Upcoming Events

Warbirds and Wings Aviation Summer Camp

August 1-5 and August 15-19, 2011

The Military Aviation Museum is excited to hold its very first "Warbirds and Wings" Aviation Summer Day Camp, August 1-5. A second session is scheduled for August 15-19 of this year. During this fun-filled learning experience, children will spend the week at the museum on the grounds of the Virginia Beach Airport amongst one of the largest collection of operational vintage and reproduction aircraft in the world! They will have the thrill of being up close and personal to vintage WWI and WWII era fighters, bombers, trainers, and seaplanes; learning everything from general aviation, WWI and WWII history, and rocket science.

Included 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 own pilots. They will put their new found knowledge to the test by building and flying their own gliders and model airplane. Camp goers will also learn the basics of rocketry and then again, put their new found 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 program. Children will enjoy two field trips throughout the course of the week, one to the Virginia Air & Space Center, and one to the Fighter Factory. In 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, 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 of age and will be held from 9:00am to 4:00pm, the cost is \$175 per child. Before and after care will be available for an additional charge. □

Strutter Air Show Poster

October 7-9, 2011

The new poster for this fall's WWI air show has been completed by artist Russ Smith of Matthews, North Carolina (www.RussellSmith.com). This is the same artist that provided last year's air show poster of the German yellow Triplanes. This year, we gave up on finding a Zeppelin (blimp) and changed the name to "Biplanes and Triplanes."

Smith provided a painting of two Sopwith 1½ Strutter aircraft in U.S. Navy markings flying over the Cape Henry entrance to the Chesapeake Bay. Along the shoreline are the two lighthouses that are still there today and in the distance is a USN battleship from the beginning of the last century.

The Strutters were the first USN wheeled aircraft to be launched from an American naval ship. They were used as light observation types and powered by a 130 hp Clerget engine. The US Battleship Texas flew such planes from a platform attached over the gun barrels of their turret. They had no way of recovering the planes, so they had to land ashore and be ferried back to the ship on a small launch.

The museum has a Strutter, which is the same aircraft that was used in the recent film titled "Fly Boys" about a squadron of American Pilots flying during the First World War. It is the primary flying aircraft in the movie and is remembered as part of the long musical session where the leading man flies a young French maiden in her first aircraft flight.

Copies of the posters will soon be available for sale in the museum gift shop and will also be used as the air show t-shirt with the poster displayed on the back. Russ Smith will display his artwork for sale at the annual air show this fall. □



Memorial Day Flyover

May 30, 2011

For the past five years, the museum has participated in a Memorial Day flyover with the U.S. Navy and Coast Guard. The ceremony this year will be again at 1:00PM on Monday, May 30th at the Veterans Memorial across from the Virginia Beach Convention Center.

In recognition of the hundred year anniversary of Naval Aviation, three historic naval aircraft will be selected for the museum flight. Most likely it will be the museum's Corsair and the newly restored Wildcat which operated out of the Pungo Naval Airfield during the end of the Second World War. The third naval aircraft is yet to be selected.

Visitors are invited to attend the launching of these airplanes at approximately 12:30 pm and their recovery about an hour later. This Monday is just after the Pungo Strawberry Festival weekend and the streets will again be open to visitors through downtown Pungo. □



Aviation History through Art

September 16-October 16, 2011

The premier inaugural exhibit and art show has been announced for this fall at the museum. Leading aviation artists have been invited to submit their work for judging and display at the museum. September and October of this year. The exhibit is open to original two dimensional paintings, but each artwork must be clearly related to aviation in one or more of the following categories.

The newly submitted artwork will be entered into one of the following three major categories:

- World War I Military Aviation
- World War II Military Aviation
- Non-Military Aviation from the First Half of the Last Century

Registration information is on the museum website. □

Hollywood..Continued from page 6

uniformed RAF personnel were standing by. The latter were actually reenactors who were participating in the filming of ground operations at an RAF airfield at the beginning of what was to be known as the short subject film "We Few."

Lee Stringer, the English director, was engaged in producing a video film of the ground action that would be triggered by an alert. It was to be part of the 71st Anniversary of the Battle of Britain. All of the reenactors were wearing period uniforms with flight boots, one with a parachute and a May West, and a young RAF female wearing a 75 year old leather and fleece flight jacket. I observed numerous scenes, such as one of which involved a pilot jumping up from his chair, running to his Hurricane and sliding into the cockpit with assistance of the ground crew. Only, this time the scene was repeated four times until it was done right. Although everyone was very busy completing the filming before good lighting

was lost, I was able to talk with the pilot who seemed quite knowledgeable about flight operations. He recounted that pilots flew sorties continuously during daylight operations with always one group in the air at any given time; taking off, fighting, landing to refuel and rearm and taking off again. There was at least one occurrence when at the end of the day, a pilot taxied his machine for refueling and rearming, cut his engine and was found asleep in the cockpit. It was interesting to observe how the director used his skills plus the collective knowledge of his team in developing scenes that mimicked those of years ago.



Filming of the pilot in the museum's Hurricane fighter

This is a short subject film directed and produced by Lee Stringer (www.LeeStringer.com) and some of his associates. It relates the story of a World War Two Hurricane pilot during the Battle of Britain. There is also a flash back from the pilot flying in the First World War using the museum's Nieuport to replicate another First World War aircraft. A lot of the action will be done with the use of a bluescreen and computer generated graphics to simulate the flight of multiple aircraft. Stringer works with visual effects on his current job at Universal Studios in Orlando and is also involved in a 3-D Lucas production of Star Wars being filmed in Singapore. He had recently visited our museum during the Valentine's Day dance and came as an RAF pilot.

It was also most gratifying that attention was being given to the 71st Anniversary of the Battle of Britain. As Churchill said, "Never has so much been owed by so many to so few". □

New Focke Wulf FW-190



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