

PROP NOISE

The Membership Newsletter for The Military Aviation Museum

Summer 2018

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Snoopy and the Red Baron Arrives at the Museum



Military Aviation Museum
www.MilitaryAviationMuseum.org

Virginia Beach Airport
www.VBairport.com

Fighter Factory
www.FighterFactory.com

Biplanes and Brews
www.BiplanesandBrews.com

Snoopy and the Red Baron, a traveling exhibition on view at the Military Aviation Museum, from July 21st to October 14th, 2018, celebrates one of Snoopy's most recognized personas. Learn about this favorite storyline in *Peanuts* through high quality reproductions of original comic strips and discover the rich World War I history Schulz used in nearly every strip. Visitors can also step into character as the Flying Ace by donning flying caps and goggles for a photo-op next to Snoopy's doghouse.

War I aviators genuinely traversed, stopping in cafés to quaff root beers and flirt with French mademoiselles. In everything he cartooned, Schulz strove for authenticity, a point made especially clear by his Flying Ace storylines.

Beyond the comic strip, Snoopy as the Flying Ace prompted the manufacture of countless memorabilia items, including toys, games, music boxes, and puppets. Fans dressed up their dogs in flying caps and goggles, and Air Force squadrons adopted Snoopy as a symbol of their patriotism. This most famous of all Snoopy's personas continues to bring humor and nostalgic joy to *Peanuts* fans all over the world.

When asked about the origins of Snoopy's aviator role, Charles Schulz credited his son Monte's interest in making plastic airplane models as his chief inspiration. Schulz described drawing a little helmet on Snoopy after seeing Monte's World War I aircraft models, and "suddenly got the idea for it." He also cited 1960s events that commemorated the start of World War I, and movies such as *The Dawn Patrol*. He immediately recognized the potential of the Flying Ace, acknowledging, "I knew I had one of the best things I had thought of in a long time."

"I don't think there has been an animal character in a long time that has done the different things that Snoopy has done," Schulz once reflected. "He's an attorney. He's a surgeon. He's the World War I Flying Ace."

In celebration of the exhibit opening, the museum gave a flight demonstration of the Fokker DR1, the iconic aircraft of the Red Baron. The Military Aviation Museum is home to nearly 30 flight worthy WWI era aircraft, making it one of the largest collections of its type in the nation. This exhibit is included with general admission and is free for museum members. The Military Aviation Museum is open every day 9am-5pm, with the exception of Thanksgiving and Christmas.

Throughout the decades, Snoopy comically embraced his fighter pilot role for delighted *Peanuts* readers. As Snoopy envisioned himself soaring through the clouds in pursuit of his nemesis, the infamous Red Baron, he sat atop his doghouse, which he imagined to be a real British biplane known as a Sopwith Camel (Schulz once said, "Can you think of a funnier name for an airplane?"). He wandered through parts of Europe that World

Snoopy and the Red Baron is organized and toured by the Charles M. Schulz Museum and Research Center, Santa Rosa, California. □

BIPLANES AND Brews



OCTOBER 6-7

Brewing Passion for History, One Flight at a Time.
Join us for historic air show, Virginia craft
brew tastings and live music.

ANNOUNCING our updated Summer of Flight Schedule (PG 5) and Summer Fly-In (PG 6)

NEW AT THE MUSEUM

1952 GMC Follow-Me Truck



Have you seen one of our newest additions to the Museum? No, it's not an airplane, but thanks to a very generous patron, Doctor Donald Kiesel, we are now the owners of a 1952 GMC "Follow Me" truck.

Not too much is currently known about the truck. Dr. Kiesel was driving along the road and saw it with a 4-sale sign on the window. He drove a couple miles down the road but turned back and on a whim, bought the truck. It was in pretty fair shape. He put some time, money and TLC into it and had it running like a champ.

Originally the truck had either a flatbed or no bed behind the cab. A previous owner added a pickup truck box bed covering the dually wheelbase and painted it olive drab green. Our museum's volunteer gearheads will dive into the truck and get it up and running shortly.

Doc Kiesel donated it to us on the condition that it will be used... not stashed as a display. Right now it will be used around the museum for utility work and plans are in the work to join our parade units for the museum. □

Two New Guests Arrive at the Museum

By Felix Usis, Volunteer Historian



Two new guests.

Recently the museum has had two new guests quietly take up residency. Perhaps you have not noticed them, yet. They were reported to be roaming around the Fighter Factory, but I was informed that they will be moving soon to the entrance area.

They will reside in Jerrassic Park to be specific. One is quite small, and you might miss it, the other will catch your eye immediately. The little one is an example of a saber-toothed cat. The saber-toothed tiger represents a member of various extinct groups of predatory mammals that were characterized by long, curved saber-shaped canine teeth. The large maxillary canine teeth extended from the mouth even when it was closed. The saber-toothed tigers were found worldwide from the Eocene epoch to the end of the Pleistocene epoch (42 million years ago to 11,000 years ago).

Saber-toothed cats were generally more robust than today's cats and were quite bear-like in build. They were believed to be excellent hunters and pursued animals such as sloths, mammoths, and other large prey. Evidence from the numbers found at La Brea Tar Pits (in the Los Angeles area) suggests that Smilodon, like modern lions, was a social carnivore.

The second guest is considerably larger. It is a woolly mammoth. The woolly mammoth (*Mammuthus primigenius*) is an extinct species of mammoth that lived during the Pleistocene epoch, as well, and was one of the last in a line of mammoth species. Mammoths existed from the Pliocene period into the Holocene at about 4,500 years ago in Africa, Europe, Asia, and North America. They were members of the family Elephantidae, which also contains the two genera of modern elephants and their ancestors.

Like their modern relatives, mammoths were quite large. The largest known species reached heights in the region of 13.1 feet at the shoulder and weights of up to 8.8 short tons, while exceptionally large males may have exceeded 13.2

tons. However, most species of mammoth were only about as large as a modern Asian elephant. Both sexes bore tusks. A first, small set appeared at about the age of six months, 1 Pleistocene epoch and these were replaced at about 18 months by the permanent set. Growth of the permanent set was at a rate of about 1 to 6 inches per year.

Woolly mammoths had several adaptations to the cold, most noticeably the layer of fur covering all parts of the body. Other adaptations to cold weather include ears that are far smaller than those of modern elephants. Other characteristic features depicted in cave paintings include a large, high, single-domed head and a sloping back with a high shoulder hump.

The museum's new guests will take up their new quarters as soon as the Fighter Factory gives them a good cleaning (that means a new paint job to protect them from the elements).

Once in Jerrassic Park, these guests will join the growing group of dinosaurs that include examples of the following:

- *Ankylosaurus*
- *Brontosaurus*
- *Dimetrodon*
- *Parasaurolophus*
- *Pterodactyl*
- *Raptors*
- *Spinosaurus*
- *Stegosaurus*
- *Turtles*
- *Tyrannosaurus Rex*
- *Tyrannosaurus Rex Eggs.*
- *And even the Loch Ness Monster* □

USS Hornet Memorial Plaque



In 2017, a visitor to the museum approached us and asked if the museum would be willing to receive and display a bronze plaque honoring the USS Hornet. Knowing that we had a B-25 (like Doolittle launched off the Hornet), Wildcat and Avenger warbirds in our collection, all the same types of aircraft that had flown from the USS Hornet, we gladly accepted his offer. The only catch was that it had to be displayed where the public could see and read its memorial inscription. With that agreed to, William “Bill” Ballenger, our visitor, presented his suggestion before the USS Hornet Association with a recommendation to award a USS

Hornet plaque to the Military Aviation Museum. Bill was also a member of that Association’s Board.

The USS Hornet Association is a private non-profit organization governed by the Association membership. Their objectives are, among others, to identify all former crew members (officers, enlisted) and all members (officers & enlisted) of any Squadron or Air Group that ever served aboard any of the Hornet designations. This is to honor them for their service to the nation.

To further honor the legacy of the Hornets, they place bronze plaques at appropriate museums and/or

naval installations throughout the country honoring the brave ship’s crew members, squadrons/air groups. In early June 2017, they placed the order for our plaque and it was delivered to the museum in July of that year.

Fast forward to May of this year during the Warbirds Over The Beach Airshow. John Foley, Chairman of the USS Hornet Association, officially unveiled the USS Hornet Memorial Plaque where it is mounted right by the entrance to the museum’s Navy hangar. Next time you visit the museum, stop and read the plaque and remember the sailors and airmen who served aboard these great ships and aircraft. □

10 Years, What A Difference

What a difference a day makes. Weather, people, and even our lives can change in a mere day, but what about a decade; just the last decade, from May 2008 until May 2018. The Military Aviation Museum opened in that decade and grew. The quantity of aircraft has increased and the number of visitors has grown exponentially. A single building with two hangar bays has grown into a complete complex including dinosaurs.

The humble beginnings actually go back further than that short decade, into mid-2004, when construction of the first hangar began. It was completed in May of 2006, when its Certificate of Occupancy was issued. Very soon thereafter, aircraft started to arrive and with aircraft, visitors. Folks that had heard that there were old warbirds to be seen in some far-off hangar, in some far-off place called ‘Pungo’. The Fighter Factory greeted those few adventurous visitors with the stories of the aircraft. Upon departure, there was a table next to what is now the main entrance door, with a sign-up sheet offering these visitors the opportunity to become a “Volunteer”.

Volunteer? The idea that people would give up their time to come and volunteer to ‘work’ was the idea of Mrs. Elaine Yagen. She suggested to her husband that people would actually come and ‘volunteer’ their time to guide other visitors through the building, just to see



Gerald & Elaine Yagen with very first museum volunteers in May 2008

and hear about airplanes. She encouraged him to open the building up as a museum for the public to see the ‘collection’, convincing him that “volunteers” would be glad to assist.

Those early “volunteers” were the old visitors that had signed up to help, sometime in the future and were invited to a training class in early 2008. Classes were conducted over two Saturdays, from 9 AM until about 3 to 4 PM. Classes included the history of each aircraft, as recalled by Mr. Jerry Yagen and etiquette classes, or how to present oneself to visitors that would be coming to the ‘museum’. And the “volunteers”, well they were

excited to be part of a new organization, with lots of very neat toys. The only thing holding everything back was waiting for the official approval to be a 501(c)(3) non-profit organization, which came in April 2008.

The museum was still in the growing phases as it opened that first weekend in May of 2008; the main lobby / foyer was almost empty. The two hangar areas, officially called the Army and the Navy hangars, were sparsely populated. The largest aircraft on display was the Consolidated PB4Y and the smallest, and perhaps lightest, was the de Havilland Tiger Moth with plenty of room to walk around.

Continued on Page 7

By Felix Usis, Volunteer Historian

EVENT RECAPS

The Fortunate Few: Becoming A Warbird Pilot at MAM

By Mike Spalding, Chief Pilot

It is the dream of most every young boy or girl that looks up to the sky, sees an airplane, and dreams of flying one day. A very small percentage of these dreamers actually pursue this dream. But this leaves the relative few that did with a new, more focused dream within an already dream come true. If you are one of these few, whether flying for pleasure, or as a profession, you have dreamed of flying a P-51, Corsair, Spitfire or any of the many warbirds that used to protect and defend the skies of their respective countries all over the world. And again, a very small percentage of this group actually set a goal to do this.

The path to achieve these goals will not be found in a book that you can purchase in a pilot shop. They are generally unwritten, and when they are, they are different for each organization or aircraft owner that might let you fly their warbird. Here at the Military Aviation Museum, we look for pilots that have a well rounded level of experience with a total of 3000 hours of flying experience. Since almost all of our aircraft are equipped with conventional landing gear (tail wheel), you must have a fair amount of tail wheel experience. We like to see around 1000 hours total tail wheel with 200 of that being in a "heavy" tail wheel aircraft. They would be in something like a T-6, Beech-18, or similar sized aircraft. We do take the aircraft to air shows that we charge an appearance fee, so you would need a commercial rating. And we have a biplane ride program that operates from the museum that every pilot is required to participate in, so you would need to live locally.

How do I get this experience you ask? It isn't easy or typically cheap. The easiest way is to buy an aircraft with a tail wheel and fly it. Buy or fly a Stearman for a while then



move up to a T-6. The Stearman and T-6 can be put on a "Sightseeing" certificate and you can charge for giving flights as I did. This helps offset your cost of ownership. Get on someone else's ride certificate if possible. The unfortunate part is it usually isn't cheap to do, but it can be done.

You also must have other means of keeping your flying proficiency up. Because these aircraft are so rare and expensive, we do not fly these aircraft enough for it to be the only aircraft you fly. We like to see pilots that fly professionally or own their own plane. The pilots here come from all backgrounds. We have current and retired airline, corporate and military pilots, and pilots that already own their own warbird of some kind.

The pilots are expected to make themselves available to be scheduled to fly the ride program a day or two minimum a month. They are also expected to be available to take aircraft to airshows. At the show, they could be asked to simply put the plane on static display, or perform in the show at the events request. This also comes with the responsibility of taking care of the plane like it was a

museum piece...that's because it is. It's not all about flying the aircraft. You must also be a good spokesperson for the museum. So we look for pilots that have a positive attitude and represent the best interest of the museum not only when traveling with an aircraft, but while participating in the local events at the museum. We have an entire team of volunteers and staff there that have various duties such as pulling the aircraft from the hangers and putting them away, a maintenance department that keeps them maintained, ground maintenance crews that keep the grass mowed and volunteers and staff with many various duties that are required to keep a museum of this size moving that we must get along with. We the pilots are only one small part of the museum team and all must be able to function as a unit.

We also have WWI aircraft. Many of those aircraft can be more difficult to fly than... *Continued on Page 6*

Warbirds Over the Beach in Review

2018 was a wet and wild year for Warbirds Over The Beach! Even though we didn't get to fly much, over 2,600 guests came out to enjoy live music, reenactors and vintage warbirds. See you next year! ☐



Summer of Flight, A Big Hit



- August 4th Talking Planes & First Communications – Curtiss Jenny JN-4, guest speaker, Jonathan Lichtenstein
- August 11th Invasion of Guadalcanal – Grumman Wildcat, guest speakers, Jim Metcalfe & Lynn Heinze
- August 18th Battle of Stalingrad Begins – Fockewulf Fw 190, guest speaker, Skip Johnson
- August 25th The First Air Races – Bleriot 12, guest speaker, Jonathan Lichtenstein
- September 1st Japan Surrenders – Goodyear FG-1D Corsair, guest speaker, Ed Dillingham
- September 8th Invasion of Sicily – Curtiss P-40, guest speaker, Bill Murray
- September 15th Battle of Britain Day – Hawker Hurricane and Messerschmitt bf109, guest speaker, Mike Ganoë, Jr.
- September 22nd The World’s First Operational Jet – Messerschmitt ME-262 (flyover only), guest speaker, Dave Gayton
- September 29th To Be Announced

As we celebrate our 10th Anniversary, the museum was looking for new and better ways to showcase our aircraft. The obvious way this could be accomplished was to fly our aircraft more often than just three times per year during our airshows. Thus was born the first of what we hope will be our annual Summer of Flight.

Each week this summer, through September 29th, the Military Aviation Museum has been showcasing select warbirds based on historical events through unique tours, conversations and flight demonstrations. For example, the Spitfire was showcased as a component of the Battle of Britain while the Eindecker E-III was as part of the Fokker Scourge.



Our guests and Museum members have really taken to the weekly event. On average, each week we have hosted nearly one hundred spectators. The highlight each week has clearly been the flight demonstrations flown by our museum volunteer pilots, followed closely by our handpicked subject experts helping to put the context and relationship to the event, man & machine.

Please take a look at the following photos and come on out and experience your own Summer of Flight! ☐

Flying Proms in Review

What a fantastic Flying Proms this year! A record crowd of over 2,000 guests came out for a magical evening of flying and symphonic music. Everyone enjoyed a great performance by the Virginia Wind Symphony. Our new VIP hangar, hosted and catered by Atlantic Shores, was a huge hit. Overall, a fantastic evening, and looking forward to next year. A big thanks to our event sponsors: Atlantic Shores and Best Western Plus Oceanfront. ☐



In Memoriam



It is with a heavy heart that we announce the passing of a dear friend of the museum. Jeff Comeau, 57, of Chesapeake, passed away on Tuesday, May 22, 2018.

Jeff was our "Air Boss," overseeing flight operations during our airshows for the past several years and had become a close friend of the museum.

Jeff served eight honorable years in the U.S. Navy. He worked for 19 years as an Air Traffic Controller in Norfolk and seven years as an Air Traffic Supervisor with New York Tracon. He owned a successful contracting business in Hampton Roads, was a private pilot for 41 years, and even recently obtained his drone operator's license.

Jeff leaves behind his wife of 30 years, Kathleen Comeau; parents, Howard and Geraldine Comeau; three sons, Adam, Joseph, and Christopher Comeau; grandson, Keegan Comeau; brother, Tom Comeau; and two sisters, Susan Laskaska and Jennifer Wilkes. He also leaves behind numerous nieces and nephews.

Soar like the eagles, Jeff. You will always be in our hearts! ☐



For more information about the Summer Fly-In, visit www.MilitaryAviationMuseum.org/events/summer-fly-in/

the more modern and better balanced WWII birds. The WWI aircraft are crude by comparison in every way. They do not want to fly straight on their own and have to be flown and maneuvered with intent all the time, even though they have very few instruments or systems. All our pilots are encouraged to fly these aircraft as well.

OUR COMMUNITY

Warbird Aviation Summer Camp 2018



The 7th edition of the youth summer camp is now in the books. This year we had a record 32 kids in camp. The rising 4th and 5th grade Cadets spent half days with us learning the basics of aviation and seeing the museum's collection. They built model rockets and launched them with the assistance of the Southeast Virginia Rocketry Club.

The 6th and 7th grade Virtual Aces did deep dives into the history and tactics of military aviation from the Great War and World War II. They studied the tactics and then flew them on our 13 networked computer flight simulators. They also got to spend an afternoon building model warbirds complements of the Red Mill Modelers Club who also attended and assisted with the builds.

The 8th, 9th and 10th grade Plane Captains experienced a version of our museum's yellow dot course. They learned fire safety from VBFD Station 6 firefighters and got a tour of Engine and Tanker 6. They learned to drive our plane tug, then practiced pushing a 6-foot aircraft tow bar through a very challenging obstacle course. They spent

an afternoon with the mechanics in the Fighter Factory learning what it takes to keep these historic warbirds ready to fly. They served as ground crew for the Tidewater Soaring Society Soar-In by helping remove the gliders from the runway after they landed. They also helped position the gliders and tow plane for takeoff. They learned and practiced ground crew to pilot hand signals, refueling of our aircraft, marshalling and moved several of our aircraft in and out of the hangar.

A very special thanks to our museum volunteer Dave Van Rump for flying in the Cessna Cardinal, Volunteer Pilot Mike Hogan for flying in his Beech Barron and to the U.S. State Department for flying in their C-12 for our campers to see different examples of modern airplanes and career options..

Thank you to the many volunteers who went the extra mile to help make this an enjoyable and enriching experience for the campers! All had a great time and many are looking forward to next year's return visit. ☐

The Fortunate Few, Continued

I have the task of matching pilots to aircraft when we need to have pilots checkout in aircraft. This is done depending on the pilots' experience, need for another pilot in a particular aircraft, or simply to make sure there is no conflict when we need multiple aircraft flown so that there is no overlapping of aircraft/crew. Also taken into account is the pilot's desire to fly a particular aircraft and every effort is made to accommodate where possible. Pilots then have to take a checkride from an examiner to get rated in that aircraft.

Ultimately, it is an unbelievable honor and privilege to get

to fly a piece of history. It is surreal when you take off and start thinking of the men who flew these aircraft to defend their country, getting shot at, shooting down others, while all I am doing is making sure nothing happens to this aircraft while it is in my care.

There are several paths to this dream of flying warbirds; this is just a small sample of how it can work. Also, you can't beat LUCK. Sometimes just the right time and place could work for you. But when you make that first takeoff in your first warbird, you will know that you have just achieved the ultimate pilots dream and won the aviation lottery. ☐

Very Special VIPs Visit the Warbirds Over the Beach Air Show

By Mike Spalding, Chief Pilot



Left to Right: Veteran Ira Comstock; Anthony Goebel and his P-51 in 1944; Veteran Duane Trowbridge; Swing Dancer Visits Norwood Thomas

This past Warbirds Over the Beach Air Show we had the distinct pleasure of hosting six service veterans of either WWII or the Korean Conflict. Several of our guests are returning VIPs:

- Norwood Thomas (WWII 101st Airborne)
- Bob Cinibulk (WWII B-17 crew member)
- Ira "Ike" Comstock (WWII P-38 Reconnaissance Pilot)
- Bob Krause, represented by his son, Bill and wife, Sharon (a WWII Kingfisher pilot) attended the show for many years until his passing.

We invited two new members to our group, CPT Anthony Goebel, UAAAF P-51 pilot from WWII

and Duane Trowbridge (Korean War Vet-Survivor of Chosin Reservoir). Here are their brief biographies for these two new guests.

Anthony lives just down the road in North Carolina. He was Assigned to 487FS, 352FG, 8AF USAAF. He flew 36 missions in P-51D's 'Miss Genny Cloud' and 'Genny Cloud' named after his wife Miss Genevieve Cloud. Credited with two Me109's destroyed and bagged a Me262 before his tour ended. His citations include: Air Force Longevity Service Award with 3 oak leaf clusters, Air Medal with 3 oak leaf clusters, Distinguished Flying Cross, Distinguished Service Cross, Silver Star with 3 oak leaf clusters, World War II Victory Medal, European-African-Middle Eastern Campaign Medal with 4 bronze stars. Anthony celebrated his 101st birthday July 7th!

Duane Trowbridge served in the U.S. Marine Corps from 1948-1951. He was assigned to 1st Marines, 3rd Battalion, H Company. During his years of service, he obtained the rank of Private First Class. Trowbridge landed at Inchon, Chosin Reservoir in 1950. Here he participated in the Battle of Chosin Reservoir. While in country, he received two injuries: shrapnel in the knee, Sept. 1950 and a head wound, March 1951. Trowbridge was medically retired, due to the head wound. His awards include two Purple Hearts.

We are proud to host and honor these veterans. We would like to invite even more to our show. If you know of any who you think might like to participate, please contact our Events Coordinator at the Museum and we will take it from there. □

What A Difference, Continued

As the collection became a museum in 2008, a more organized approach was taken in organizing these items. Upstairs became an exhibit area with an art gallery, along with offices, a library and a theatre. This was fine in the beginning until the volunteers got a feel for what the visitors wanted to see and how they wanted to see what the museum had to offer. That very first year, 2008, the total number of guests was a mere 7,637. But things were growing.

It was noted that more lighting was needed to allow the visitors to better see what they were looking at and easier to read the descriptive plaques about the displays. The plaques themselves went through a growth cycle. Instead of just general information about displays or aircraft, care has been taken to give information about each specific exhibit or aircraft. Along with this most of the plaques now have QR codes on them allowing visitors to scan them for more information about the particular display or aircraft.

2009 saw more firsts. The inaugural "Warbirds Over The Beach" airshow was held in May of that year. This was a flying museum and we flew warbirds. This time, guests coming to the museum to see the aircraft fly came from far and wide. Luggage tags on their bags proudly displayed places like England, France, and even a few from 'Down Under' Australia

and New Zealand.

As the museum grew in numbers of exhibits, so did the numbers of guests walking in the door. With the increase of visitors (or guests as we like to call them) more improvements to the center area were implemented. The vending machine area went from a single soft drink machine, to an area that can handle a small picnic. More lighting changes came and was improved, so guests could see the exhibits more easily. Areas were dedicated to specific areas of aviation history, such as women pioneers, and Great War (1914-1918) artists. And still the museum grew.

The year 2010 had another first, a Great War airshow, called "Biplanes and Zeppelins." As word spread about the museum and the airplanes, additional guests spread the word, and soon, car enthusiasts found the museum and auto shows arrived, the with promise of 'take a picture of your Mustang with a Mustang', or Corsair, or Wildcat. Or whatever the aircraft was on display that year.

By mid-decade, Air & Auto events; picnics; 5k runs; banquets; political campaign rallies; military reunions, re-enlistments, and retirements were all being sponsored at the museum. Dinosaurs had taken up a home at the entrance. As the aircraft count continued to grow, the English aviation publication,

'FlyPast' soon declared that the Military Aviation Museum had the largest collection of airworthy aircraft in the world. And we flew even more. Flying events like the only 'Flying Prom' on this side of the Atlantic was now an annual event.

Towards the latter half of the decade, additional, one of kind aircraft arrived. The museum was flying the only airworthy de Havilland Mosquito in the world. Having spent years its re-built in New Zealand, it was now flying the skies of North America. And more guests came to see; Mosquitos, Mitchells, PBYs, Avengers, Wildcats, Spitfires, Hurricanes, Mustangs, Corsairs, and the aircraft that started it, all the Curtiss P-40. And they flew, the planes that is, not the guests. Well, the guests were offered flights in small trainer type aircraft, for a modest fee.

As the museum grew so did the guest count. Just last year, the total number of guests entering the museum exceeded 52,400. To assist this almost 700% increase has been those volunteers, the volunteers Mrs. Yagen suggested in the beginning. Those volunteers have provided over 272,140 hours. Mrs. Yagen's idea was brilliant.

Yes, it has been an amazing decade. A decade of growth and excitement for the volunteers, oh, and the guests, too. □

Snoopy and the Red Baron:

This one-of-a-kind traveling exhibit from the Charles M. Schulz Museum and Research Center tells the full story behind one of Snoopy's most recognizable comic strip personas, the World War I Flying Ace.

JUL 21 - OCT 14

Summer Fly-in:

General aviation aircraft and their pilots are invited to join us from 8am-3pm on Saturday. Come join us for a tour of the museum, food trucks and camaraderie. Admission is free for those flying in; donations are always welcome.

AUG 11

9/11 Heroes Run 5k +1M Fun Run/Walk

Calling runners and walkers of all ages! Organized by local community volunteers, this event takes place on or near September 11th all over the world. Thank your local veterans, their families, and first responders during this annual fun, family-friendly environment!
911heroesrunvirginiabeachva.itsyourace.com

SEP 8

Wings and Wheels 2018

The Antique Automobile Club of America (AACA), Tidewater Region, will host its 45th-Annual meet at the museum, 8:00am to 4:00pm
www.militaryaviationmuseum.org/events/wings-wheels/

SEP 22

Mid Atlantic Dawn Patrol:

Early 1900's Radio Control models will take to the air as builders and enthusiasts convene near the museum's World War I hangar to display and demonstrate their work as part of Tidewater Radio Control's 6th annual Mid-Atlantic Dawn Patrol. Come out and enjoy the fall event!

OCT 3 - 7

Biplanes and Brews Air Show:

Come join us for Biplanes and Brews, a unique event commemorating the centennial of the end of World War I. Aviation, history and handcraft beer connoisseurs come together to witness vintage aircraft in flight while experiencing the local tastes of Coastal Virginia breweries.

OCT 6 - 7

Joggin' for Frogmen 5k:

The Navy SEAL Foundation's Joggin' for Frogmen Race Series brings communities and families together to jog in honor of the Naval Special Warfare community and their families. Participants age 7 and older will run in the 5k. After is a "Tadpole Trot" for kids ages 6 and under.
www.jogginforfrogmen.com/virginiabeachva/

OCT 13

ZiMS Flight Fest:

Help LAND A CURE for Multiple Sclerosis! Come out Saturday from 2:00 - 7:00pm at the museum to enjoy the ALL YOU CAN EAT Pig Roast, oysters, sides, beer and wine, desserts, live music, face painting, bubbles, Bubble Soccer, Archery Tag, and fireworks. See World War I planes in the hangar and others in flight!

NOV 3

Planes Trains and Santa:

The museum, in association with the Tidewater Division of the National Model Railroad Association, is pleased to announce its 8th-annual model train show! Santa Claus will fly in each day at 10:00am!

NOV 23 - 25



**Membership Newsletter for the
Military Aviation Museum**
1341 Princess Anne Road
Virginia Beach, VA 23457
(757) 721-PROP
Open Daily
9:00 am - 5:00 pm



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