

PROP NOISE

The Membership Newsletter for The Military Aviation Museum

Fall 2018

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Military Aviation Museum

www.MilitaryAviationMuseum.org

Virginia Beach Airport

www.VBairport.com

Fighter Factory

www.FighterFactory.com

Warbirds Over the Beach

www.VBairshow.com

Santa is Landing at the Military Aviation Museum



Santa can't wait to hop on our Stearman to come visit the Military Aviation Museum and bring his favorite Tidewater Model Railroaders with him to the 10th annual PLANES, TRAINS and SANTA event taking place November 23rd-25th.

Waiting for Santa's arrival at the new time of 10AM is always the hardest part of the weekend. Everyone lines the runway to await his arrival. Santa expects to spend several hours Friday thru Sunday talking to hundreds of kids to find out what they want for Christmas. The United States Marine Corps Reserve has been invited to be on hand to collect toys and donations for Toys-For-Tots. Stop by the Gift Shop and select an unused and wrapped toy to donate to the Marines...or you can ride on the back of a Pungo Independent Fire Company Fire Engine where half the proceeds will go to the Marines Toys-For-Tots program. Each child that donates a toy will get a ride in a motorcycle sidecar that very day.

Everyone is looking forward to this November! The following model train groups are expected to set up for the show: Atlantic Coast S Gauge Association, South Hampton Roads N-trak Club, Tidewater O Gauge Association (TOGA), Tidewater Modular Railroad Club (TMRC) (HO scale) and Richard Schwab (N scale). The groups will setup in the Navy hangar. Children and parents will have a great time looking over all the train displays and the Museum's aircraft.

Mark your calendars and bring the whole family out to kick off the holidays and avoid the mall crowds. Kids 17 and under get free admission. Santa, Planes and Trains, Marines and motorcycles... what's better than that! ☐



'Tis the Season: The Second Annual Holiday Hangar Concert

Start the holiday season with fun for the entire family! Come listen to the sounds of Symphonic Artistry on Saturday December 8th from 7:00PM to 9:00PM (Doors open at 5PM) at the Military Aviation Museum. Plus, enjoy food trucks and beverages for all ages.

The tickets are FREE and available in advance at www.Eventbrite.com. Just search "Holiday Hangar Dance 2018" to find our event and reserve your spot. You can also contact the Museum Gift Shop at (757) 721-PROP (7767). See our other upcoming events on the back cover!



HANGAR TALK

Flew Under the Eiffel Tower

By Felix Usis, Volunteer Historian



Top Right: Lt. William B. Overstreet; Bottom Right: Lt. Overstreet's P-51

In the spring of 1944, the P-51C "Berlin Express" was near Paris. While escorting the bombers to their target, it had begun a dogfight with a Messerschmitt Bf 109G. The two planes continued their running dogfight, as the rest of the German fighters retired. The German pilot flew over Paris hoping that the heavy German anti-aircraft artillery would solve his problem and eliminate the following P-51. The P-51 pilot had managed to get some hits in at about 1500 feet. The 109's engine was hit, and the P-51 stayed on his tail braving the intense enemy flak. The German pilot's desperation undoubtedly growing, he aimed his plane at the Eiffel Tower and in a surprising maneuver, flew beneath it. Undeterred, the P-51's pilot followed right behind him, scoring several more hits in the process. The Messerschmitt crashed and "Berlin Express" escaped the heavy flak around Paris by flying low and full throttle over the river until he had cleared the city's heavy anti-aircraft batteries.

The pilot of "Berlin Express" was Lt. William B. Overstreet, Jr., who was born in Clifton Forge, Virginia on April 10, 1921. Attached to the 363rd Fighter Squadron, 357th Fighter Group. Overstreet was flying P-51s with the Eighth Air Force in early 1944; and named all of his planes the "Berlin Express." Overstreet describes the heroic event in his own words: "I had followed this 109 from the bombers when most of the German fighters left. We had a running dogfight and I got some hits about 1500 feet. He then led me over Paris where many guns were aimed at me. As soon as he was disabled, I ducked down just over the river and followed the river until I was away from Paris." Even back in war-torn, Nazi-occupied Paris, that wasn't something you saw every day. Or ever. And it was an act that is said to have reignited the spirits of the French resistance fighters who witnessed it from the ground. One of those French Resistance fighters was the father of Bernard Marie. A French dignitary who has hosted D-Day events every year since 1984, Marie said he met Overstreet in 1994. He knew Overstreet was well-known for his flight underneath the Eiffel Tower but didn't understand its true importance until he spoke with his father. "My father began shouting at me — 'I have to meet this man,'" Marie said. Members of the French Resistance had seen his flight and it

inspired them, including Marie's father, he said. "This guy has done even more than what people are thinking," Marie said. "He lifted the spirit of the French."

On the day the Japanese attacked Pearl Harbor, Bill was working as a statistical engineer for Columbia Engineering and attending Morris Harvey College (now the University of Charleston) in Charleston, South Carolina. Wanting to get into the Air Corps as a fighter pilot, Bill enlisted and did a lot of fast talking to get accepted into the program, and by February 1942 he was a private, waiting for an opening as an Aviation Cadet. After several months, it was off to Santa Anna, California, for preflight training. He was assigned to Rankin Aeronautical Academy in Tulare, California for primary flight training, flying Stearmans.

Tex Rankin, the Rankin school's founder and chief instructor, was a champion aerobatic pilot and often took the opportunity to demonstrate his skills. In keeping with Rankin's vision, the school employed some unusual methods to produce skilled aviators, including surprising students mid-flight. One story Bill relates is how his instructor, while on the downwind leg of a landing pattern at 500 feet, would suddenly turn the Stearman upside down, cut the engine, and say, "OK, you land it." Bill theorizes that the real test was for his reaction to the unexpected, and learning to keep one's head in an unanticipated situation, where one second can mean the difference between life and death. A useful skill for a pilot, it was certainly put to use over the course of his flying career. The next phase in Overstreet's training was basic flight training at Lemoore, California, where he flew the Vultee BT-13 Valiant. The third phase took place at Luke Field, in Arizona, piloting North American T-6 Texans and later on, Curtiss P-40 Warhawks.

The commanding officer had chosen him for additional training for multi-engine aircraft, but he was able to convince the CO to instead assign him as a fighter pilot rather than going on to become a bomber pilot.

Bill was in combat training on 28 June 1943 when he had his first crash, at the controls of an Bell P-39 Airacobra, which went into a dreaded flat spin, a condition uniquely

devastating for the model and which claimed many a pilot's life. Bill and his squadron-mates were practicing aerobatic maneuvers when his plane started tumbling and he couldn't control it. Bill went to release the Airacobra's doors but the air pressure prevented them from opening. He finally managed to get a knee against one door with his shoulder against the other, trying to overcome the pressure, and the moment he got out, he pulled the ripcord on his parachute. The moment the chute snapped open Bill found himself standing amidst the wreckage of his plane right by the propeller. He was so close to the ground when he escaped his doomed plane that none of his flight-mates even saw his chute deploy. Bill believes he was perhaps the first pilot to survive the crash of a tumbling P-39, and he made a point of tracking down the man who packed his chute to personally thank him for a job well done.

When Bill was declared "combat ready", he was sent to Camp Shanks in New Jersey before being loaded on the Queen Elizabeth to cross the Atlantic for deployment at Raydon Airfield as part of the Ninth Air Force. There were no planes available at that point, so Bill felt fairly useless there, but as luck would have it, North American P-51 Mustangs were becoming available, and the Ninth Air Force traded Bill's plane-less squadron for a squadron of pilots and Republic P-47 Thunderbolts with the Eighth Air Force, so Bill found himself stationed at RAF Leiston. He got to fly a P-51 for the first time on 30 January 1944, and as the inventory of the planes increased, the opportunity to fly them increased as well. Bill named his first P-51, which he received in February, 1944 "Southern Belle," but it was lost along with its pilot on a combat mission a couple of weeks later. Re-thinking the name, given that by that time they were regularly flying sorties to Germany, he named all of his subsequent planes "Berlin Express." On 6 March 1944 just after their first Berlin raid, the 357th received their first Citation, which stated: "On 6 March, 1944, the newly operational 357th Fighter Group provided target and withdrawal support to heavy bombardment aircraft bombing Berlin, which was the deepest penetration of single-engine fighters to that date. The 33 P-51 aircraft

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Silver Lining: Old Warden and the Shuttleworth Collection

By Jonathan R. Lichtenstein



Above: Westland Lysander being moved into position at the Flying Prom; Top Right de Havilland DH.88 Comet, Grosvenor House; Bottom Right: Westland Lysander (Foreground), Hawker Hurricane (Background)



The Shuttleworth Collection is a rare gem in what has jokingly been referred to by some as the world's largest open-air museum (the United Kingdom). It is home to one of the most important private collections of historic aircraft and motor vehicles, whose holdings span a period that stretches from the Victorian to the modern Elizabethan Age. But this eclectic and one-of-a-kind facility is just the tip of the iceberg known as Old Warden.

The Old Warden Estate in Bedfordshire, England, was assembled by the Ongley family in the 18th and 19th Centuries and was subsequently purchased in 1872 by Joseph Shuttleworth, a Lincolnshire industrialist. Founded in 1842 with Nathaniel Clayton, Joseph was a partner in the firm of Clayton & Shuttleworth, agricultural engineers and steam-wagon makers. Their workshops produced a range of equipment that was exported widely. The wealth generated by the company enabled Joseph Shuttleworth to acquire Old Warden Park and the surrounding estate, today home to the Shuttleworth Collection.

In 1875, Joseph replaced Ongley's original red brick manor house with an impressive mansion. Built in the Jacobean style, Old Warden House was designed by architect Henry Clutton and features a steel frame reputed to have been made by Clayton & Shuttleworth. Upon Joseph's death in 1883, his younger son, Frank, inherited the wealth of the Old Warden Estate. An army man who had attained the rank of Colonel, Frank was a keen traveler and breeder of horses. Frank was 57 when he married Dorothy Clotilda, the then 23-year-old daughter of the Vicar of Old Warden.

Richard Ormonde Shuttleworth was born at Old Warden on 16 July, 1909. At the age of 23, Richard Shuttleworth inherited enough money to indulge his twin passions for motor racing and aviation, purchasing, rebuilding and restoring motorcars, motorcycles and aeroplanes from the years immediately prior to and after the Great War. When war broke out again in Europe in 1939, Richard joined the Royal Air Force and was

posted to RAF Benson. Sadly, in the early hours of 2 August, 1940, flying in a cross-country training exercise in a Fairey Battle, he was killed when his plane crashed into a hillside.

In 1944, Richard's mother, Dorothy Clotilda Shuttleworth, decided to place the Old Warden Estate in a charitable trust in memory of her late son. She wanted to ensure the estate would continue to be used for the purposes of education in the disciplines of agriculture and aviation studies, areas of great personal interest to Richard. The two principle objectives of the trust were the

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Contraption in WWI Hangar

By Robert "Boom" Powell



Left: Engineer tests tricycle prototype for British television series; Above: Boom discusses takeoff distances before his flight in the Curtiss Pusher

A British Television series called "Impossible Engineering" wanted to demonstrate how shipboard arresting gear works. This future television episode features the new USS John F. Kennedy (CVN-79) and its advanced arresting gear (AG). That led producers to research the first arrested shipboard landing that occurred on the USS Birmingham in December 1910. That, of course sparked interest in the Ely-Curtiss Pusher which led to our Pusher here at the Military Aviation Museum. Could the producers film the Pusher in flight? Certainly. Could the museum or Fighter Factory come up with a way to demonstrate the principle of AG? That proved to be a challenge.

Challenge accepted! For safety's sake, a simple design was needed to demonstrate the concept... just as Mr. Curtiss and Mr. Ely had done back in 1910. It was decided to experiment with a kids tricycle... readily available in 1910, as this mimics the landing gear design of the Pusher. Using the tricycle, a tailhook was designed, made by the ingenious mechanics of the Fighter Factory, and fitted to the Tricycle. Sandbags and ropes were scrounged from the green shed and laid out just as they were on the USS Birmingham. Trial runs were made, before filming, inside the WWI Hangar due to incessant rains that week. The contraption worked! The rider, an engineering professor,

explained what was happening to the audience.

The next day the weather improved and the Pusher took to the air. Its landing distance was measured and a discussion about landing aircraft on ships was filmed.

The air date for the show is not yet known, but will be posted as soon as it is scheduled.

Robert 'Boom' Powell had a 20-year career as a naval aviator, flying both the A-5 Vigilante and A-4 Skyhawk in combat over Vietnam. Leaving the Navy to join Pan Am in the 1980s, he then flew B747-400 freighters across the globe. He is a Museum Volunteer Pilot and accomplished author. □

EVENT RECAPS

Wings & Wheels Car Show



The 45th Annual Wings & Wheels Automotive Classic, hosted by the Tidewater Region of the Antiques Automobile Club of America (TRAACA), held their antique automobile car show on the grounds of the Museum. This is the tenth consecutive year that this classic car event has been held here at the museum. This year over 100 cars were judged. Numerous others chose just to attend and be seen by all the car enthusiasts. The crowd was pumped as judges selected their choice for the best in each category. The winners were happy... and the rest, well we couldn't tell who they were as all were beaming with pride at their own 4-wheel trophy. Win, lose, or just showing up, the beautiful weather, ubiquitous flight operations and antique cars made for a gorgeous and fun day at the Museum. □

establishment of a college at Old Warden Park, Bedfordshire, and the development of the Shuttleworth Collection, the unique museum of veteran aeroplanes, cars and other vehicles situated on the adjacent property. Shuttleworth College enrolled its first students in 1946, at the Old Warden House, and soon established its place as a national centre for agricultural education. Since 2009 it has enjoyed a close association with Bedford College. Old Warden House is today a part of the Shuttleworth Collection and frequently hosts weddings and private conferences.

The Shuttleworth Collection was first opened to the public in 1963. Annual events that encompass flying displays

and vehicle parades draw crowds to Old Warden from across the British Isles and from around the world. Exhibits contained within the Collection include replicas of gliders from the mid-1890s built by German engineer Otto Lilienthal, and run to fixed-wing aircraft from as late as the 1950s. Equipment on display is largely of British design. Notable exceptions, however, include a genuine Blériot Model XI dating from 1909, acknowledged as the world's oldest airworthy aeroplane. Other historic aircraft include the actual de Havilland DH.88 Comet, Grosvenor House, which won the MacRobertson England-to-Australia air race in 1934, genuine examples of a Bristol F.2B Fighter and a Royal Aircraft Factory S.E.5a of the First World War, two Hawker Hurricanes, a Hawker Demon (Hart), the last production Gloster Gladiator, a rare airworthy Westland Lysander, and a newly refurbished Supermarine Spitfire. Collection aircraft are demonstrated frequently

Summer of Flight



The following is a photo essay of our special Summer of Flight celebrating the museum's 10th anniversary. We hope you had a chance to come out and enjoy the shows. Look for us again next year. Don't miss out!



Old Warden and the Shuttleworth Collection, continued

at public and private events, complemented by a dizzying array of historic artifacts on display in each of the Collection's six hangars.

Besides his enthusiasm for aviation, Richard Shuttleworth was also an avid motorist who enjoyed the collection and restoration of vintage motor vehicles. In keeping with his personal philosophy that all such antique equipment be operated as originally intended, the Collection's vehicles, much like their winged counterparts, are maintained in full running order. The Collection is home to a variety of Veteran (—1901), Edwardian (1901—1910), and Classic (1911—1948) cars, along with omnibuses, motorcycles, and bicycles of similar vintage, most of which are run regularly around the 4,734-acre estate.

Apart from the fantastic equipment contained within the Collection, and the successes *Continued on Page 7*

Runway Runner's 5K Carpet



Fall seems to be the best time for runners to stretch their legs... and the museum seems to be the ideal locale.

First up this fall was the annual 9/11 Heroes Run 5K. Sponsored by the Travis Manion Foundation, this group's Mission is to "Empower Veterans and Families of Fallen Heroes to Develop Character in Future Generations." Their local Ambassador, John Straseskie, is a Virginia Beach Firefighter and the local race coordinator. John's younger brother, Kirk Straseskie, a United States Marine Corps Sergeant, died trying to rescue the crew of a Marine helicopter that crashed into a flooded canal in Iraq in

2003. His brother's sacrifice, along with the sacrifices of other people in uniform since the September 11th terrorist attacks in 2001, motivated Straseskie to become the local ambassador for the Travis Manion Foundation's "Character Does Matter" program.

Our 2nd race at the end of September was the Breast Cancer 5K Fundraiser. This race, run by Aimee Kram, with a lot of help from her large volunteer group, drew a nice crowd of runners. What makes these numbers so surprising is because this run, although timed, did not count for any official race qualifier. Runners of all ages

came out to run for the joy and for a great cause.

October rolled in with our 3rd race of the season with the annual Joggin' for Frogmen 5K and Kids Tadpole Trot. Inspired by US Navy SEALs (Frogmen), 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. This is the third year Joggin' has been held at the Museum. This race is timed and draws serious and novice runners from around the region. It was a beautiful morning for runners and friends alike. □

Flew under the Eiffel Tower, continued

went directly to Berlin and picked up the first formations of B-17s just before their arrival over the city. They found the bombers being viciously attacked by one of the largest concentrations of twin engine and single-engine fighters in the history of aerial warfare. From 100 to 150 single-engine and twin-engine fighters, some firing rockets, were operating in the immediate target area in groups of 30 to 40 as well as singly. Each combat wing of bombers was being hit as it arrived over Berlin and although they were sometimes outnumbered as much as 6 to 1, flights and sections of the 357th Group went to aid each combat wing as it arrived over the target, providing support in the air for over 30 minutes. Upwards of 30 enemy aircraft at a time were attacked by these separate flights and sections, and driven away from above and below the bombers. Some of the P-51's left their formations to engage enemy fighters below the bomber level in order to prevent them from reforming for further attacks. Though fighting under the most difficult conditions and subjected to constant anti-aircraft and enemy aircraft fire, so skillfully and aggressively were their attacks on the enemy fighters carried out that not a single aircraft of the 357th Group was lost. In driving enemy fighters away from the bombers, 20 Nazi fighters were destroyed, one probably destroyed and seven others damaged. On withdrawal, one flight of five P-51s strafed a large enemy airfield in central Germany, damaging three twin-engine and single-engine aircraft on the ground and killing 15-20 armed personnel before regaining altitude and returning to the bombers." Bill relates, "Not long after (the March 6th Mission), I had a freak accident. I think it was a mission to southern France.

While over enemy territory, a burst of flak cut my oxygen line. Since I was at about 25,000 feet, I soon passed out. The next thing I knew, I was in a spin, engine dead since the fuel tank it was set on was dry.

Somehow, I recovered from the spin, changed the fuel setting, got the engine started, and dodged the trees that were in front of me. Then, I looked at my watch. Ninety minutes were not in my memory. I had no idea where I was, but remembered where I had been headed so I reversed it. I was able to find the coast of France and headed for Leiston. By this time, I was low on fuel, so I landed at the Fourth Group base. The officer I talked with was Captain Mead, who had lived a couple of blocks from my home in Clifton Forge, Virginia. To top it off, the mechanic who repaired my plane was "Hot Cha" Tucker, a former schoolmate, also from Clifton Forge. I still have a picture of Tucker and me with a P-47. Many weeks later, this story got a lot of publicity - Lowell Thomas on radio, newspapers and TIME magazine."

Another mission that didn't turn out as expected occurred when Bill flew with a sinus infection. He and his group were escorting a sortie of bombers, and in chasing German fighters away from the flight, he engaged in a power dive from 30,000 feet, chasing after a Messerschmitt Bf 109. The extreme change in pressure caused his eyes to swell shut, blinding him. Bill was able to keep his plane in the air by control feel, but had no way to determine his heading or carry out a landing.

Calling on his radio for help, one of Bill's mates, indicated that he could see Bill's plane and gave him

instructions to get the plane pointed in the right direction, then got on his wing and together the two made their way back to the base in England. Bill was talked through a straight-in approach and landing. It took several days under the care of the Base's doctors before the swelling had gone down enough for Bill to see again.

On D-Day, 6 June 1944, Overstreet and his group took off at around 2AM in terrible weather, climbing to about 20,000 feet to get out of the overcast. He recalls it as beautiful when they had finally cleared the clouds, with a bright moon and the sight of all of the aircraft rising from the clouds after their long climb to get above the weather. With all the planes in the air, his wing never did find their assigned flights, so they just formed up in flights of four, knowing that their mission was to get to France and make sure no German fighter planes could interfere with the invasion as well as preventing German reinforcements from being brought up. Their first mission was six hours, then they had to return to base for fuel. His group flew eight missions on the day of the invasion. On 6 August 1944, Overstreet flew his first long distance shuttle mission along with the 357th Fighter Group, which was selected to escort B-17s from the 8th Air Force's 3rd Bomb Division on a shuttle mission to the Soviet Union. The group rendezvoused with the bombers seventy-five miles northwest of Gydnia, Poland. The group engaged several Me 109s near Gydnia, shooting down two of the German fighters. They regrouped after driving off the rest of the Me 109s and continued to escort the bombers until reaching Kiev. Seven and a half hours after taking

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Biplanes & Brews – Exploring New Ways to Introduce Audiences to Aviation History



Above: Fokker's Dr.I, D-VIII, D-VII right out of history; Top Right: A dad tries to explain how this contraption flies



Above: Curtiss Pusher flies by; Right: Brews and Entertainment make a great combination



The weather was just about perfect for our WWI air show on October 6th and 7th, a rarity for this wet Virginia Beach summer. Biplanes and Brews, the first time we've held this particular iteration of the show, was a big hit, with a record 2237 guests out to see a spectacular display of biplanes and triplanes from the WWI era.

Over the years, this particular air show has evolved, and has really begun to take off over the last two years. Beginning as Biplanes & Zeppelins and renamed Biplanes & Triplanes, this event was a classic take on a vintage air show, with period music, WWI reenactors and a hangar dance. A fun show to be sure, but with the conclusion of WWI now in its 100th year, we were seeing a greater disconnect between air show audiences and the relevance of this era in our history. The question

begged, how do we engage new audiences, and in particular younger audiences, in the history of WWI and its relevance to today's life? This era is where aviation really came into its own, not only for battle but for more benign purposes, such as mail, travel, exploration and more. Aviation impacts us in every way, and even those who never set foot on an aircraft benefit from the growth of this industry.

This year, in an effort to increase our attendance for Biplanes, we explored a new take of the air show model. Rather than change the nature of the show, which still features WWI aircraft & entertainment, we decided to add a feature that may bring new audiences unfamiliar with our current air show lineup. Beginning with discussions in the fall of 2017, we partnered with seven

Virginia breweries, including Reaver Beach and Pleasure House right here in Virginia Beach.

The results were fantastic! We had a record audience, with a packed hangar full of guests enjoying live music and local Virginia Brews. The special edition beer made by Pleasure House Brewing, Major Chambers Kolsch, was a delicious homage to one of America's WWI ace pilots. With so many young families coming out, we had over 500 children visit our museum, a first for this air show. This air show felt different, and it was refreshing seeing so many new faces witnessing our little recreation of history. We hope our guests had as much fun as we did. Cheers to a successful show! □

Mid-Atlantic Dawn Patrol



The morning sky was buzzing this fall with early 1900's R/C models as builders and enthusiasts convened behind the Museum's World War I hangar to display and demonstrate their work as part of Tidewater Radio Controls' 7th annual Mid-Atlantic Dawn Patrol.

This year's event was again held at the Military Aviation Museum in concurrence with the Museum's Biplanes & Brews Air Show. In contrast with the flight operations conducted our Museum's veteran aircraft,



the R/C pilots are able to demonstrate the full potential of these ancient designs by engaging in aerial dogfights, and exciting close-calls. On Saturday and Sunday, select modelers took center stage to demonstrate to the crowd their skills and showmanship. This was a real crowd pleaser.

The Mid-Atlantic Dawn Patrol is a five-day event held annually since 2011, during the first week of October. R/C pilots from around the world travel to attend. This



year over 60 pilots and model planes made the pilgrimage to join the fun. The planes ranged from small "foamies" all the way up to half-scale monsters. Many of the WWI radio control planes are one-third scale, with wing-spans of over ten feet. The 1/2 scale models range from twelve to over 20-foot wing-spans!

The Mid-Atlantic Dawn Patrol event is hosted by Tidewater R/C, the local chapter of the Academy of Model Aeronautics (AMA). □

Flew under the Eiffel Tower, continued

off from Leiston, all of the P-51s landed at Piryatin. The group then escorted B-17s to Cracow, Poland, on the 7th and to Foggia, Italy, on the 8th. One thing that wasn't in short supply in Russia was beet vodka, and not expecting resistance from the Luftwaffe on the group's one-way mission to Foggia, Overstreet volunteered to trade the .50 caliber ammunition in his P-51s for bottles of vodka and loaded them into his now-empty ammunition bays. During the flight from Russia to Italy, the predictable happened, and Bill's group ran into some Me 109s. The Mustangs gave chase, scaring one of the 109s pilots enough for him to bail out of his plane, and while Bill's plane was the closest and therefore he could have claimed the kill, but he wasn't comfortable with the idea of bringing down an enemy fighter armed only with vodka. They managed to make it to Italy with both the formation and the vodka intact. On 3 September 1944 Overstreet flew a top secret mission, escorting a radio-controlled Consolidated B-24 Liberator. The B-24 had been stripped down and converted into essentially a flying bomb. After take-off its pilot bailed out via parachute, and the plane was controlled by a remote operator within the formation which guided the plane to some German U-Boat pens that were built under a large rock formation and had proved too difficult a target to damage with typical bombing from above. The B-24 was flown in low, entering the facility nearly at water level, with the resultant explosion destroying the otherwise impenetrable facility from the inside out. Overstreet's

performance on the top secret Mission saw him assigned for OSS missions, flying supplies to the Free French and picking up downed airmen and intelligence dispatches from behind enemy lines. His tour of duty ended in October, 1944 and Bill returned to the states. His next assignment was to teach at the gunnery school in Pinellas, Florida. Captain William Overstreet was released from active duty, but kept in Reserves. In 2009, the 88-year-old American pilot was awarded the Legion of Honor, France's highest accolade. The award was given to him by Pierre Vimont, the Ambassador of France to the U.S. Ambassador Vimont was lavish with his praise of Captain Overstreet, stating that his valorous deeds helped liberate France from the Nazi Occupation. He also alluded to all of the many brave Americans who never made it home from Europe after the War.

Once Vimont had pinned the Legion of Honor medal to Overstreet's coat and given him the traditional two cheek embrace, Captain Overstreet, standing straight, sans walker, made his way to the podium and issued a strong "Thank You" several times. Overstreet had said that if he was awarded the Legion of Honor before he died — it cannot be given posthumously — he would have accepted it on behalf of his comrades who didn't make it home during the war. After shyly accepting the Legion of Honor, Overstreet said, "If I said, 'Thank you,' it wouldn't be enough," but then added, "What more than 'thank you' do



you need?" William B. Overstreet Jr. flew west, 3 January 2014 from Roanoke, Virginia, a retired accountant, and like many men from his generation, a veteran of the Second World War. People on two continents mourn the passing of 92-year-old William B. Overstreet Jr. Anne Mason Keller, Overstreet's niece, said of her uncle: 'He was a fighter, he was always a perfect gentleman. He was concise, focused with a delightful sense of humor and a twinkle in his eyes. He was always humble. Whenever the press interviewed him, he said, "I didn't do anything, we were a team".'

You might have met William Overstreet; he was a visitor at the 2013 "Warbirds Over the Beach" ☐

Old Warden and the Shuttleworth Collection, continued

of Shuttleworth College, among the more fanciful features of the Old Warden Estate is the Swiss Garden. Created initially between 1824 and 1832 by the 3rd Baron of Old Warden, Lord Ongley, when the garden was first completed he threw extravagant parties. To complete the look he convinced his servants to dress up in traditional Swiss costume. Excavated soil was used to create embankments that gave the garden its distinctive appearance. In addition, all of the ponds were produced intentionally after a nearby river was dammed. The clever use of earthworks, shrubberies, trees, paths, lakes and follies transformed the garden into what one contemporary observer described as, "a fairyland."

In the 20 years between Lord Ongley's departure in the 1850s and the acquisition of the Old Warden Estate by Joseph Shuttleworth, the garden was neglected. When Shuttleworth purchased the land he made sweeping changes to the property. Having demolished Lord Ongley's earlier manor house, he commissioned the architect Henry Clutton not only to design the new Old Warden House but to revitalize the Swiss Garden, with the help of respected landscape gardener Edward Milner.

After the Second World War the Swiss Garden once more fell into disrepair, and by the 1970s it was in a perilous state. Over the next two decades, and again at the beginning of the 21st Century, the garden received much attention. This work bought valuable time for the garden and its many unique buildings. Now that the most recent restoration work has been completed and given a few years to mature, the Swiss Garden has become a window to the past — an authentic snapshot of late-Regency fancy and Victorian sophistication.

The restoration covered almost every aspect of the garden, from the renewal of paths to the repair of decorative

features. It included conservation and refurbishment of all structures, removal of damaged trees and overgrown shrubs, plus new plantings with species that both Lord Ongley and Joseph Shuttleworth would have recognized. Even the lake that feeds the garden's ponds was restored, making the water as clear and sparkling as was possible. In a dedicated effort, the garden was taken back to the moment when Shuttleworth completed his first improvements to Lord Ongley's original Swiss Garden.

In a given calendar year, the Shuttleworth Collection may present between 10 and 12 public displays of its aircraft. These air shows and pageants showcase specific aspects of the Collection's holdings — showing off these magnificent flying machines to greatest possible advantage, and telling the equally magnificent stories of the men and women who built and flew them. Among the many occasions hosted by the Collection, there is at least one event in particular for which they may claim full authorship: the Flying Prom.

"Prom" is short for "promenade concert," a term whose origins may be traced back to the 18th-Century pleasure gardens of London. In 1895, the first of a series of indoor promenade concerts was inaugurated. Today the BBC Proms are among the most well-known and well-attended concerts in the world. London's Royal Albert Hall hosts more than 70 performances in the course of the annual festival, but the outdoor tradition is continued with "Proms in the Park" recitals. The popularity of the BBC Proms inspired the Shuttleworth Collection in 1997 to establish its own so-called "Flying Prom."

And so, in August of 2018, as dusk settled over these remote fields of Bedfordshire, one was expectant of another evening's entertainment by a world-class collection of piston-engine thoroughbreds. Spurred on by their capable

pilots, with encouragement from an articulate herald, the crowd's excitement was propelled still further by talented musicians and troubadours. These romantic elements coalesced in a magnificent display of artistry and skill, both onstage and overhead. And later, in the darkness, as colourful pyrotechnics were reflected in the lovingly polished brasses, deeply varnished hardwoods, expertly tensioned strings and finely-tuned instruments, and illuminated the smiling faces of spectators, the distinctions between the aerodromes at Old Warden and Virginia Beach were blurred. Transcendent in the twilight, the Flying Prom transported its audience to an earlier time, pulled along inexorably by the momentum of historic aeroplanes in flight.

This singular night served as a compelling tribute to the shared legacy of all who served in World Wars One and Two. Veteran planes, whose first crews endured such tremendous hardships as tested the ultimate endurance of man and machine, now sport and play from the heights from which they once drove the darkest of clouds. The shining aircraft of the Shuttleworth Collection and the Military Aviation Museum, respectively, remain the silver lining in the skies above the United Kingdom and these United States.

The next Flying Proms at the Military Aviation Museum will be Saturday, 15 June, 2019. Go online to www.MilitaryAviationMuseum.org or call (757) 721-7767 to learn more.

Editor's Note: Mr. Lichtenstein is a Volunteer at the *Military Aviation Museum* who narrates our own *Flying Proms* event along with our other two air shows. Jonathan was invited to travel to England this past summer and experience the *Shuttleworth Collection* and the original *Flying Proms*. ☐

UPCOMING EVENTS

Tidewater Veterans Day Parade

Come down to Virginia Beach waterfront on Atlantic Avenue from 0900-1200 Monday and watch the 2018 Veterans Day Parade. Joining our volunteers on this year's bus ride will be members of the Military Women of Tidewater. We look forward to your support!

NOVEMBER 12

Planes, Trains and Santa

Thanksgiving weekend, come out to the Museum and welcome Santa back to visit all the kids in the area as the Museum holds their annual Planes, Trains and Santa. Santa arrives early this year at 10AM daily. While here, enter the model railroader's world in the Navy hangar overrun with working model train settings of all gauges. Come outside to ride a real working fire engine. Stop by the Gift Shop for your Christmas shopping needs... and while you are at it, purchase a new toy to donate to the Toys-For-Tots program and hand it to the Marines right in our lobby!

NOVEMBER 23 - NOVEMBER 25

Holiday Hangar Concert

Come listen to the sounds of Symphonic Artistry from 7PM to 9PM.



Doors open at 5PM. FREE admission for the entire family. Tickets are available at www.Eventbrite.com by searching Holiday Hangar Concert 2018, by phone at 757-721-7767 or in our Museum's Gift Shop.

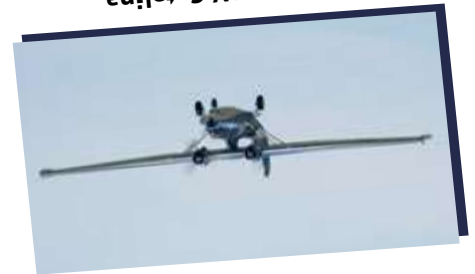
DECEMBER 8

Big Band Hangar Dance

A Big Band-themed Dinner and Dancing event with live music, swing dance, fine food, and romance, as our annual Big Band Hangar Dance lands on Saturday, Feb. 9, 2019. Cut a dash and dance the night away at our museum. Come join the fun! Tickets available soon.

FEBRUARY 9

1943 PBV Catalina



Open Daily
9:00 am - 5:00 pm

1341 Princess Anne Road
Virginia Beach, VA 23457
(757) 721-PROP

ELECTRONIC SERVICE REQUESTED

Membership Newsletter for the
Military Aviation Museum



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