

PROP NOISE

The Membership Newsletter for The Military Aviation Museum

Winter 2011

B-17G "Chuckie's" Arrival at Sunset

by Ed Laskowski

Visitors to the Military Aviation Museum (MAM) recently had the opportunity to get the taste of a very, rare vintage. Circa 1944, full-bodied, and chilled to perfection.

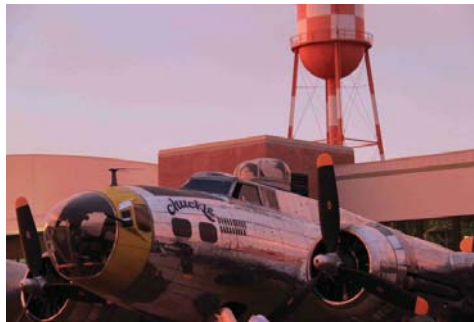
On Saturday, January 22, 2011 "Chuckie" the only flyable B-17 Pathfinder in existence affectionately nicknamed after Charlyn "Chuckie" Hospers, wife of the late Dr. William "Doc" Hospers, the plane's prior owners, left Meacham Field in Fort Worth, Texas bound for its new home at the Military Aviation Museum in Virginia Beach. The museum recently acquired the plane from the Vintage Flying Museum with plans to fully restore the aircraft.

The B-17 G "Flying Fortress" started out early that morning on its 1079 nautical mile flight with a crew of three including; Bob Hill (Pilot), Don Anklin (Co-Pilot) and Patrick MaHaffey (3rd Pilot). MaHaffey, having the most technical experi-

ence with "Chuckie" rode along after having worked on the plane for over 25 years at Meacham. He added that he would surely miss the plane, but realized that it would be in excellent hands here at MAM.

By 4:00 that Saturday afternoon, hundreds of museum visitors were already on hand for this special event, with many waiting patiently outside in the 18-20 degree frigid conditions. In anticipation, MAM volunteers monitored Flight Aware on-line to track the planes anticipated arrival. Outside preparations were being made by museum staff for the B-17-G's landing.

Standing next to the landing strip, excitement increased as it was announced that "Chuckie" was inbound and had just flown over Lake Drummond. Shortly thereafter, two silver lights could be seen moving eastward over the tree-line just south of the airport. The P-51 Mustang, "Double Trouble" could be seen taking the lead and escorting the huge bomber to its new home. As the B-17 turned and made its



"Chuckie" arrives at the museum

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1940's Valentine's Day Hangar Dance

Back by popular demand, is the Valentine's Day Hangar Dance. February 12th, the museum is holding their annual Valentine's Day celebration with an old fashioned, hangar dance. What's a hangar dance? During WWII, dances were held in airplane hangars and they were usually put on as fund-raisers for the war effort. A hangar dance is like stepping back in time, join us for a memorable Valentines evening filled with music, romance and history.

The Terry Chesson Orchestra will be on hand

to play all your favorite swing tunes that'll get you out on the dance floor.

Don't think you have to be a couple at this Valentine's dance, there will be plenty of singles there out to meet new people.

There will be hors d'oeuvres and a cash bar. Break out your favorite vintage clothing and join us at the Military Aviation Museum, Saturday, February 12th from 6:00pm-10:00pm. Get your tickets now, they are going fast. Contact the museum at 757-721-7767 or email us at events@aviationmuseum.us. ☐



Last year's dance crowd

Military Aviation Museum

www.MilitaryAviationMuseum.org

Virginia Beach Airport

www.VBairport.com

Fighter Factory

www.FighterFactory.com

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Pearl Harbor Attack Survivors Speak

by Rob Sidner

For the second consecutive year, the Military Aviation Museum was honored to have three Pearl Harbor survivors as our guest speakers on December 11, 2010. Mr. John Delia, Mr. Frank Chebetar, and Mr. William Temple spoke of their friends, remembrances, and the sting of battle. They brought with them their individual collections of personal Pearl Harbor memorabilia such that the Museum's visitors of that morning could examine the maps, newspaper clippings, and aging photographs. For many of the guests and docents, the most poignant of all was a small, carefully sealed bottle containing "Black Blood". For those not familiar with this term, "Black Blood" is a mixture of Pearl Harbor seawater and the black fuel oil that to this very day is leaking from the sunken USS Arizona (BB-39) and rising to the surface. On the surface it is known as "Black Tears."

Each of these distinguished veterans had unique stories to tell. Mr. Temple is the Virginia state chairman of the Pearl Harbor Survivors Association and a former P-40 crew chief. He regaled the audience with stories of a near brush with death by machine gun fire from a Japanese fighter and later arming one of the few US fighters to get airborne which shot down a Japanese aircraft. Mr. Delia was assigned to a small ship at Ford Island and patiently explained to all of the confusion and horror of the attack and the dreary aftermath. Mr. Chebetar explained that he was so moved by the dastardly attack that he decided to serve more than his original tour and remained in service to our country for 30 years, retiring as a Navy Chief Petty Officer.

If you missed these inspiring talks, we are most pleased to announce that each gentleman has stated that they will be glad to return to the Museum for talks on 10 December 2011. □

Chuckie Arrival..Continued from page 1

approach, cheers arose and cameras readied for the initial flyby directly overhead.

Just under seven hours, they landed at the Virginia Beach airport. Members of the flight crew described the trip as smooth and uneventful, with pleasant weather conditions. All the while, temperatures inside the cabin hovered around minus 25 degrees Celsius as the plane flew between an altitude of 7,000 to 8,000 feet.

With a wingspan of 103'9 feet and a length of 74'4 feet the Boeing B-17 G easily dominated the airstrip. Poetry in motion could only describe the movement as many watched



The B-17 bomber landing just after twilight

each of the four mammoth Wright R-1820-97 engines shutting down. After landing and taking its place, throngs of military veterans, aviation enthusiasts, museum volunteers and many families with young children moved forward to welcome the crew and admire the museum's newest resident.

At that point one could not help but think about the closing scene in 1989's "Field of Dreams", as cars streamed down Princess Anne Road with headlights on and into the MAM's parking lots. In the movie Ray Kinsella, portrayed by Kevin Costner hears voices saying "if you build it they will come". And come they did that day to MAM to see one of the finest vintages in existence... and how sweet she is. □

**See page 8, In the Press, for articles and videos associated with the arrival.*

Introducing the New Museum Director

The Military Aviation Museum is pleased to announce the appointment of Gary Powers as its new Museum Director. Gary has assumed this leadership position and began his responsibilities as of this past January 18th. He was selected from a broad group of over one hundred candidates from the local community, within the state of Virginia, and throughout the country. The museum is still relatively new and has actually been only in public operations for less than three years. He brings a wealth of experience to this organization and will be an important addition to the staff and its many volunteer members.

Gary was born in Los Angeles, California, and in 1990 received his undergraduate degree in Philosophy from California State University Los Angeles. While living in Southern California, Gary worked for a variety



Gary Powers, the new Museum Director at the Military Aviation Museum

of contractors and real estate developers. After graduating college, Gary lived in Mammoth Lakes, CA, where he worked in the construction in-

dustry during the summer months and with a ski resort during the winter.

In 1992, Gary relocated to Virginia to further his education. This was actually the home state of both his parents. In 1995, he received his Masters Degree in Public Administration and Certificate of Nonprofit Management from George Mason University. During his time in Virginia, he has worked as the Assistant Registrar for the City of Fairfax, Executive Director for a small nonprofit dedicated to the historical revitalization of Old Town Fairfax, marketing representative for a home inspection company, and from 2001 to 2005 as President/CEO for the Vienna Tysons Regional Chamber of Commerce.

While President of the Chamber, he oversaw the day-to-day financial, business, and human resource operations. In order to grow chamber membership, he successfully implemented the 2003 campaign to incorporate Tysons Corner into the name of the organization. As a result of the name change, he oversaw the development of the Chamber's new website, increased sponsorship revenue, and expanded circulation of its monthly newsletter.

Continued on page 3

100 Year of US Shipboard Aviation

by RR "Boom" Powell

2011 is officially the Centennial of Naval Aviation. However, the first takeoff from a ship was in 1910 (Nov 14) right here in Hampton Roads. Although the West Coast Navy powers-that-be claim the opening event will be in San Diego in February, the actual first event was at NAS Norfolk and the Military Aviation Museum (MAM) was there. Obie O'Brien flew the SNJ-2 in for the display of Navy aircraft. It was the oldest airplane there. The center of attention was a replica of the Curtiss pusher that was the first aeroplane to launch from a ship. The replica even flew despite very gusty winds. Usually the MAM's immaculately restored planes are the center of attention, but for this event being upstaged didn't matter.



The Sopwith Strutter 1 1/2 parked at the museum

As learned at ICAS, many of the airshows in 2011 want to have historic Navy airplanes. (Oceana is planning for an all Navy show). MAM has those airplanes; our newly restored FM-2 Wildcat (which was actually based at NAAS Pungo in 1945), the gull-wing Corsair and hefty AD Skyraider (both representing both World War 2 and Korea), the TBM Avenger which appropriately flew over the commissioning ceremony of the USS H.W. Bush aircraft carrier, and the always impressive PBY Catalina. In the non-combat category are a pair of SNJ's, the Stearman N2S trainer, a T-34 and T-28. The oldest U.S. Navy airplane in MAM's collection is the Sopwith 1½ Strutter. The what?

Little known is that the first USN airplane, with wheels (a flying boat was fired off a

gunpowder catapult two months earlier), to launch from a USN ship was a Strutter. After the Great War, 21 Sopwith Strutters were transferred from the RAF and French Air Force to the U.S. Navy. In March of 1919, Lieutenant Commander Edward McDonnell launched from a wooden platform built over a forward gun turret on the battleship USS Texas (BB-35). McDonnell landed ashore at Guantanamo Bay, Cuba, after demonstrating the superiority of aircraft for gunfire spotting. Sopwith Camels and Hanriot biplanes also flew from battleships and cruisers during this period. One and a half Strutters (so named because the large cabane struts did not reach all the way to the lower wing.) continued to fly off ships until the U.S. Navy's first aircraft carrier, USS Langley, was commissioned in 1922.

The museum's Strutter is a movie star. The film *Flyboys*, based, very loosely, on the Lafayette Escadrille, had a fleet of 80% scale Nieuport-17's built to fly for the movie. An early crash of one made the producers ground them all. (The design fault was eventually corrected and the replicas are flying again. The museum's Nieuport was one of them.) A two-place aeroplane was needed to "act" as a trainer, observation, and attack aircraft with a gunner; the Strutter got the role(s). In true Hollywood fashion, makeup changed its appearance as needed. Makeup in this case being water-based paint which is why the Sopwith's markings look faded. The previous owner had started to scrub off the temporary paint before the Strutter arrived in Virginia Beach for the Biplanes and Zeppelins event. Whether in U.S. Navy gray as when it launched from ships or the olive drab of the RFC where it was the first Allied fighter to be designed with a synchronized machine gun, the Sopwith represents milestones in military aviation. □

New Director... Continued from page 2

ter. Under his leadership, chamber membership grew by 80 percent.

Gary and his wife Jennifer have been married for over ten years and they have one son, who is in 3rd grade. He currently lives with his family in the state capitol, but will be relocating to Virginia Beach. His wife works for a major commercial law firm and intends to transfer to a local branch office of the firm in the Tidewater area.

Gary has an intense interest in the period of the Cold War and in 1996 helped to establish The Cold War Museum to honor Cold War veterans and preserve their history. As the founding Director, he has lectured internationally, nationally, and throughout Virginia to various aviation groups, government agencies, and civic organizations. Over the past 10 years, he has moved the museum forward by fundraising over \$3,000,000 in financial, artifact, and in-kind donations. He actively negotiated with the Smithsonian Institution for affiliate museum status, developed mobile exhibits, organized spy tours of Washington, DC, created a quarterly email newsletter distributed to over 10,000 subscribers, and implemented an assortment of educational programs including, Cold War Conversations, the museum's signature lecture series. Over the course of his career, he has worked with Diplomats; members of Congress and the Virginia General Assembly; and a variety of national, regional, and local business, nonprofit, and community leaders. Gary has helped steer legislation through the General Assembly and has testified before the Congressional House Subcommittee on National Parks, Recreation, and Public Lands and the General Laws Committee of the Virginia General Assembly.

In December 2009, Gary negotiated a lease with the Vint Hill Economic Development Authority to secure a permanent home for the museum in Fauquier County, Virginia. As a result of his efforts to form the museum between 1996 and 2001, the Junior Chamber of Commerce selected him as one of the "Ten Outstanding Young Americans" for 2002. Some of Gary's other interests are reading science fiction, playing chess, and as an avid coin collector.

The Military Aviation Museum is delighted to have Gary Powers joined our team and lead the museum forward to expand and grow our museum operations. We all join together in welcoming him and his family to Virginia Beach and look forward to working with Gary in this important position for our museum. □

MAM Holds Holiday “Trains and Planes” Event

by Brad Groom

Something unique was going on at the Military Aviation Museum that brings out the young and old alike. It was the “Trains and Planes” weekend and oh what a joy for all to see.

As you entered the hangar, the very distinctive sound of train whistles was echoing throughout the facility. If you looked closer the white smoke was pouring out of the locomotive stacks. Train enthusiasts came from all over Virginia and North Carolina to setup their special displays of unique trains and scenery. Every display of trains had a theme in mind and they were true to their character.

One display with very large trains was “Winter Wonderland” with Christmas as the main theme and was very popular with the children. The displays averaged about 750 square feet and there were many that filled up the hangar space. As a novice looking at these displays, it was

mind boggling on how all the trains were running and the detail of all the displays.

Trains from the different lines were there the Chesapeake, Ohio rail, American Flyer Lines, Missouri Pacific, Southern Line, Baltimore & Ohio (B&O), Union Pacific, Southern, and the Denver Rio Grande. There were unique trains for everyone including the fans of steam engines. It was a delight to see the puffs of smoke and hear the whistle only a steam locomotive engine can make.



Santa arrives in the Stearman

Just when you thought that it couldn't get any better, you notice that many displays had interaction buttons you could push and watch the different parts of the display come alive. Children were amazed and enjoyed this; their smiles were from ear to ear.

It wasn't just the trains. There was also an assortment of aircraft in the other hangar for people to tour. The attendees were amazed surprised to learn that these shiny aircraft were also in working flyable condition.

Then there was a fly-by from Santa Claus himself who was stopping to visit all the children at the museum. Sitting in the open cockpit of the Stearman, waving to the crowd, he brought excitement to all. When Santa landed he was escorted to a big comfortable chair next to a decorated Christmas tree and talked to each child. Pictures were taken and the children had a memorable experience. The whole facility had an air about it that was special. The Toys for Tots bin was filling up and the spirit of Christmas was everywhere. □

Chris, Ed and Boom's Excellent Adventure

by RR “Boom” Powell

Spending four days in Las Vegas hanging out with aviation people at the International Council of Air Shows (ICAS) sounded like a dream assignment. And it was, with 235 organizations exhibiting in a 60,000 square foot exhibit hall with nearly 100 education speakers and over 1,500 attendees, it was a sight to be seen. Everyone was trying to learn something, sell something or get the best deal on something. There are currently 155 airshows scheduled in the US and Canada for 2011!

Chris Vtipil, Ed Dillingham and Boom Powell had numerous duties while attending this “dream” assignment. They were to promote the availability of the museum's



Boom Powell, Chris Vtipil, Ed Dillingham

warbird collection to a variety of show organizers who might want to add the dignity of historic airplanes to a show. They were also there to check out vendors that offered all the items that go with an air show; communication systems; inflatable playgrounds; golf karts; computerized tickets and passes, and anything someone would need to run a successful air show. The third reason was to learn from those that have been running air shows, successfully, longer.

There were several symposiums to choose from over the four days including; Airshows 101 (for new guys); Emergency Preparedness; idea swapping sessions; and a session on the changes to FAA and Transport Canada regulations (a usually dry subject made lively by the presenters). One of the highlights was an extremely well presented Safety Meeting that included a long assessment of airshow accidents going back to 1908 and their causal factors.

Many visitors to the museum's booth were interested in two aircraft that are not yet in Virginia; the Fock-Wulf 190 (coming in Spring) and our B-17 ‘Chuckie’ (here in

time for Valentine's Day). The B-17 will fill a geographical gap for flyable Flying Forts in the United States.

The Centennial of US Naval Aviation (CoNA) is in 2011 and the CoNA commission had a large display set-up. The museum's six Navy airplanes should be much in demand for these celebrations this year.

Among the more interesting companies were ones providing pyrotechnics (“no explosion is too big or too small”); an announcer who handed out cookies baked to look like him; and our neighboring booth with a full size, jet-powered school bus which can belch flame and go 300 miles per hour. The display even had small desks, black board and a lovely teacher.

The ICAS convention brought together the small world of warbirds. Everybody seemed to know everybody and everyone knew which airplane was where and its history. Although relatively new, the Military Aviation Museum is well thought of among the professionals. □

B-17G 44-8543: A Short History

by Scott Thompson

The B-17G that now flies as Chuckie was built by the Vega Aircraft Corp. at Burbank, California, in October 1944. Vega built 2,750 B-17s as part of a manufacturing pool to produce the famous four-engine bomber in sufficient numbers to meet the demands of war. Chuckie was built with the Army serial number of 44-8543. Though the military records of its first year of service are missing, it has been well established that this B-17G was modified as a special radar equipped Pathfinder airplane right off the production line but never went overseas. Its initial use may have been in training or testing, but by September 1945 it was assigned to the All-Weather Flying Center at Patterson Field, near Dayton, Ohio, and used to develop blind flying procedures and equipment.



First test flights in December 2010

The record suggests that it was used in some aspect of the All-Weather Flying Center until 1951 when it was reassigned as a test bed by the USAF. After 1951, it was placed on loan with the Federal Telecommunications Corp. at Westchester Airport in New York. It carried special equipment including unusual wingtip antennas, and was used for research with the FTC until it was declared excess to USAF requirements in March 1959.

It was stored at Davis-Monthan AFB in Arizona until sold by auction to the American Compressed Steel Corp. in August 1959 for the princely sum of \$5,026. It shortly afterwards received the civil registration number of N3701G, the same number it wears to this day. It and another surplus B-17 were sold to a new owner in February 1961 and the pair of B-17s went into service hauling fresh dairy products from Florida to the Bahamas, and returning with cucumbers or other fresh vegetables. Locals dubbed them the "pickle bombers," and N3701G was used for this unusual mission until 1963. In that year it and two other surplus B-17s were purchased by Hugh Wheelless, who ran Do-

than Aviation from a small airfield in north-eastern Alabama. Wheelless converted his three B-17s as big crop dusters and, under contract with the U.S. Dept. of Agriculture, became fire ant bombers used in a decade long battle with the dangerous pest migrating through the southeast. The three B-17s flew hundreds of low level missions criss-crossing the region dusting with Mirex to kill the fire ants. By the mid-1970s, however, such widespread dusting programs fell out of favor, and N3701G ended up parked in the corner of the airfield without a mission.

It sat there for a couple of years until a gentleman named Dr. William Hospers came along. Hospers came up with the idea of buying the B-17 and, with a small cadre of volunteers, restoring the veteran back to military configuration and flying it around the country to airshows. Hospers delivered the airplane to its new home at Meacham Field, Fort Worth, Texas, in October 1979. Together with his wife Charlyn, better known now for her namesake Chuckie, the airplane was lovingly rebuilt and gained both her name and the markings of a wartime 486th Bomb Group B-17G.

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Many thanks to all the nice folks who came to see me at the Military Aviation Museum. We had beautiful November days with a small nip in the air; made old Santa feel right at home.

It was so heartwarming when all the children ran to greet me. I flew in in a Stearman piloted by Ray Scott, one day and Nelson Eskey, another. I'm trying to get Ray and Nelson to get their multi-reindeer rating so they can come to the North Pole and fly for me.

I will always remember my friend who wanted to give her presents to the needy, the boy who wanted a lot of appliances for his mother so she wouldn't have to work so hard in the kitchen and the sister and brother who wanted guns so they could go hunting with their dad and give their mother some "peace and quiet" at home alone!

The job of Santa Claus is the best job in the world. Thanks again to all the support staff, volunteers, and railroad clubs with the beautiful train stations, kiddies and parents.

Love, Santa

WWI Hangar is Almost Complete

by Steve Atkin

A new World War One hangar is nearing completion at The Military Aviation Museum in Virginia Beach. Recent additions to the fleet of largely flight-worthy aircraft include a number of notable early fighting machines from the Great War of 1914 to 1918. Rather than house these fragile wood and fabric antiques in their existing larger 1930's style hangar, the museum was keen to provide them with a more appropriate home. In early 2009, they approached UK based architect Steve Atkin to research and design a suitable building. Consent had already been obtained from the City of Virginia Beach for a 150' wide timber built airplane hangar but the detailed design needed to accurately reflect the appearance of a Great War building that might have been found on one of the grass airfields that were hastily created in the south of England almost a century ago.

Steve Atkin is well known enthusiast of historic airplanes and is based just north of London, England. His initial thoughts were to find original blueprints for a suitable period hangar building which could be accurately copied and he made a visit to the Royal Air Force Museum archives in February 2009. The museum was established in 1972 and houses thousands of documents and drawings relating to the RAF from 1918 to the present day. Diving in to the oldest building records, one design emerged as the most likely candidate to act as the prototype for the new Virginia building – an old drawing dating from 1918 was titled 'Aeroplane Twin Shed' and showed, in some detail, a timber

structure of two bays and a total of 120' wide. The building was well lit with large windows and overhead glazed roof-lights and the roof was strongly constructed of heavy timbers.

Although the 'Twin Shed' was suitable in terms of general appearance, the clear span of each bay, at 60' was somewhat larger than the span the museum needed to house their collection of small single-engine aircraft and at only 120' wide was not quite large enough to fill the pre-determined building footprint. The decision was made

Construction work commenced on site in late summer of 2010 with the laying down of the concrete floor slab and drainage installation. At the time of writing this article, in January 2011, it is almost complete. The new building, filled with an extensive collection of WWI period flying machines ranging from the British Avro 504 bi-plane to the legendary red Fokker DR.1 tri-plane of the infamous Baron Von Richtofen, will shortly be open to visitors. With its world-renowned WWII aircraft collection, already housed in an impressive Art Deco styled structure, the addition of the



Aerial view of the museum while the WWI hangar is under construction

to modify the design and create a hybrid 'Aeroplane Triple Shed' of three bays, each with a span of 50'. This met the museum's brief perfectly and local project engineer Dave Williams of Williams Engineering Associates was retained to work with Steve to develop the design in detail. Taking the 1918 drawing as a starting point, the various timber elements, including the distinctive external buttresses, were carefully reproduced and the design evolved as a largely faithful reproduction of the original 'Twin Shed' but of course with some subtle improvements to meet modern building codes. Significantly, the 1918 building incorporated flimsy canvas curtains to enclose the open end of the structure – in 2011 this is not secure enough and quite vulnerable to the harsh Virginia weather so a sympathetic design for timber-clad solid sliding doors was created.

new WWI hangar will ensure The Military Aviation Museum offers its visitors an educational and fascinating experience, which will be significantly enhanced to allow a unique glimpse back in time to the very dawn of military flying. □

B-17 History... Continued from page 5

Over the ensuing three decades, a small group of very dedicated volunteers rebuilt, restored, maintained, and operated the B-17G through thick and thin. Eventually, a museum was formed around the B-17G, the Vintage Aircraft Flying Museum, though the airplane remained owned by the Hospers'. With the passing of Dr. William Hospers in March 2010 it seemed appropriate for the path of B-17G 44-8543 to take yet another turn, and it joined the folds of the Military Aviation Museum in October 2010. □



A view from inside the hangar

Upcoming Events

World Wide Wedding Reception, April 30th

The Military Aviation Museum is delighted to announce their celebration of the upcoming royal wedding and will be hosting a Reception commencing Saturday, April 30th at 2:00 pm.

We were trying to come up with a unique idea for the perfect function during the month of April and seem to have come up with this intriguing idea. We will hope to coordinate this wedding reception in our main Naval hangar with another significant wedding reception.

British aircraft flown in honor of the Bride and Groom:

- ◆ Spitfire ◆ Hurricane ◆ Tiger Moth ◆ Chipmunk
- ◆ AVRO 504k ◆ Sopwith Strutter ◆ Dragon Rapide



Photo opportunities will be available to have your picture taken with the happy couple (Prince William and Kate Middleton cardboard figures). Wedding cake will be served and on view a rendition of the beautiful blue Sapphire and diamond engagement ring provided by Long's Jewelers.



Obviously, the wedding from the day before will be the major topic of conversation all over our country and throughout the world with news reports on every television station, magazine, and newspaper. Live broadcasts will be streaming from the UK all week long. Everyone will be proud to tell their many friends that they attended the actual American wedding reception in Virginia Beach.

We will certainly invite the happy couple and hope that they will attend. After all, Willie is a pilot and would enjoy all this flying about in his country's historic airplanes. However, we will still have a wonderful and most memorable time, even if they have to send in their regrets with other more pressing engagements.

English tea will be served. We are also inviting all the lady guests and their escorts to bring along their own favorite tea cup to the affair. Then we could have a judging of the most unique and favorite one for an award to be presented to the winner as a courtesy afterwards to all those with a cup. □

“Flying Proms: Symphonic Airshow Spectacular!” with Virginia Symphony Orchestra, May 7th

In England, “The Flying Proms” is a beloved tradition that showcases the beauty of vintage aircraft flying maneuvers accompanied by live music performed by a symphony orchestra. Now this unique show comes to the United States, courtesy of the Virginia Arts Festival! Share this soaring, symphonic celebration with family and friends on the grounds of the Military Aviation Museum in Virginia Beach—picnic on your own blanket or chairs, or reserve VIP seating.

Saturday, May 7, 7:00 PM

Gates open at 3:00 PM, Concert begins at 7:00 PM

Military Aviation Museum, Virginia Beach

Tickets: \$45 VIP Seating, \$35 Lawn, Students under 25, \$15 Lawn



A flying prom at the Shuttleworth

Annual WARBIRDS OVER THE BEACH

Virginia Beach, Virginia
May 20, 21 & 22, 2011
(757) 721-PROP
www.VBairshow.com

Warbirds of the Beach artwork

This painting was commissioned as poster art for the 2011 Warbirds at the Beach Airshow. It depicts an assortment of WWII era aircraft cruising over the beautiful Virginia Beach Ocean Front and the historic landmark Cavalier Hotel as it would have then appeared. The artist, Sam Welty is well known and recognized for his work in many homes, businesses, and public venues. A native Texan, Sam lives in the Hampton Roads area of Virginia and works locally and nationally.

"My favorite thing about painting when I can affect people's lives and share my art and expression. That's a great feeling, especially when it honors those who defend our freedom." The original painting will be on display in the Military Aviation Museum in Virginia Beach. □

New Volunteer Class

by Felix Usis

It was a very busy day at the museum on Saturday, 22 January. In addition to the long anticipated arrival of "Chuckie" the B-17G from the Vintage Flying Museum. The Museum held the first Volunteer Orientation class of 2011.

The first of the new prospective volunteers were waiting at the doors before they opened at 9 AM. Class started at 9:45 AM with an introduction by the founder. His presentation included an introduction of the Museum's new Museum Director, Gary Powers. The classes began with an overview of the museum, how it started, and where he envisions it going.

After the first break, Stephen Chalker, picked-up and discussed the "rules, regulations, and qualities of being a volunteer."



The class was repeatedly interrupted with updates about the progress of "Chuckie". So much so, that during each break in the presentations, www.flightaware.com was brought up to be viewed. And the class watched the slow progress of "Chuckie" across the nation at 5,500 feet and 185 mph.

After lunch Felix Usis, presented the class with a quick over view of the museum's aircraft and other exhibits. His presentation was interrupted, not only "Chuckie's" progress, but by the take-off in the P-51D. Then it was back into the theater for the wrap-up.

Following the formal Volunteer Orientation presentation, the prospective new volunteers were invited to remain and await "Chuckie's" arrival. Many took advantage of the extra time to have Tom Owens, take them around on a walking tour of the museum. □

In the Press

Articles and video clips of the B-17 arrival.

www.youtube.com/watch?v=-h_X1Y-Bu5Vs

Flight tracking of trip from TX to VA:
<http://flightaware.com/live/flight/N3701G>

Live Webcams of the B-17 at the museum:
www.militaryaviationmuseum.org/webcams

Fort Worth Newspaper:
www.star-telegram.com/2011/01/21/2788018/world-war-ii-bomber-is-leaving.html

Local NBC television:
www.wavy.com/dpp/military/B-17-arrives-at-Virginia-Beach-museum?ref=scroller&categoryId=10011&status=true



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