

PROP NOISE

The Membership Newsletter for The Military Aviation Museum

Winter 2012

Valentine's Day Hangar Dance

by Jacey Byrne

Join us in at the Military Aviation Museum in Virginia Beach for our 4th Annual 1940's Valentines Hangar Dance. February 11th will be a night to remember! Come dressed in your 1940's attire as we transform one of our hangars into a dance floor in celebration of Valentines Day. Terry Chesson Orchestra Band will be playing all the favorite period hits to dance the night away to with members of the Swing Virginia Swing Dance Club and Cuisine & Company's tasty delights.

Need lessons before, check out:

www.SwingVirginia.com

For costume rentals in Hampton Roads use

Echoes of Time:

757-428-2332

Tickets are limited and last year we sold out.

Get your tickets now at

757-721-7767

www.militaryaviationmuseum.org/events/vday-dance



Military Aviation Museum

www.MilitaryAviationMuseum.org

Virginia Beach Airport

www.VBAirport.com

Fighter Factory

www.FighterFactory.com

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Latest Museum Arrival: Focke Wulf Fw-44J

by Felix Usis

The most recent arrival to the Military Aviation Museum is a Focke-Wulf built Fw-44J "Stieglitz" ("Goldfinch"). Kurt Waldermar Tank began design work for the Fw-44 in 1931, with the prototype first flying in August 1932, powered by Argus As-8 in line engine. In the production aircraft, this engine was replaced by the Siemens-Haiske Sh 14a radial engine. Flight trials were conducted personally by Kurt Tank - a commendable habit that he maintained even with his later (and greater) aircraft despite being officially forbidden to do so.

The Fw-44 turned out to be a very successful aircraft, with fine harmony of control, great maneuverability and full aerobatic capabilities, which made it famous in the contemporary aviation world. Pilots like Ernst Udet, Gerd Achgelis and Emil Kopf used it in international aerial displays. The aircrafts superb aerobatic capabilities were demonstrated during the 1936 Olympic Air Display at Berlin Tempelhof airfield. In late July 1936, the International Aero-

batic Competition consisting of a compulsory and a freestyle program was held. The winner of the World Aerobatic Championships was Otto von Hagenburg in a Focke-Wulf Fw-44. Note: This event was NOT part of the Olympic Games held in Berlin that year.

Demand was so great that a new factory was built just for Fw-44 production. The Fw-44 was not only used in Germany, but also in Rumania, Sweden, Finland, Argentina, Chile, Brazil, Bulgaria, Czechoslovakia, China, and Turkey.



The Focke Wulf finally in flight

The Fw-44J was, from the beginning, an export-version based on the Fw-44D of 1935. It also became the final production version. Production licenses were granted to Austria, Argentina, Bulgaria, Brazil, and Sweden.

The museum's FW-44J was built at the Focke-

Continued on page 2

Museum Display at the Norfolk Airport

Case One contains items from the North Atlantic with the Pungo Naval Airfield (1943); George Herbert Walker Bush, 41st President of the United States and youngest aviator in U.S. Naval History; German Enigma Code Machine; German C-Class U-Boat 352 Submarine; World War II FM-2



Wildcat, built April 14, 1944 in New Jersey and currently owned and flying by Military Aviation Museum; the TBM Avenger is also flown by the museum and finally the consolidated PBY-5 Catalina seaplane was stationed at Norfolk Naval Base in 1944.

Case Two contains items from the European Theater including a Army Air Corps Flying Jacket; the North American P-51D Mustang-1944 "Double Trouble Two" fighter plane flown by Bill Bailey; a British Mk-IX Spitfire, a Museum aircraft flew and fought from North Africa, up the boot of Italy; and the English Mk-XII Hurricane, famous De Havilland design from before World War II depicted in the markings of John Havilland, only American pilot to fly in battle of Britain and survive the war.

Case Three holds items from the Pacific Ocean and Asia including World War II Naval fighter pilot Jacket courtesy of John Woody estate; the Curtiss P-40 E Warhawk with markings of Tex Hill; the North American B-25J Mitchell Bomber that has been restored to flying condition; the F4U-1 Naval Corsair- 1945 with the markings of Ray Beacham "Kitty Hawk Kid" of Kitty Hawk, NC.

The most popular museum in the world is the Smithsonian Air and Space Museum in Washington, DC. They have a few more airplanes, but ours at the Military Aviation Museum all FLY! ☐

Focke Wulf..Continued from page 1

Wulf factory in Bremen, Germany in 1937 with WkNr 183. It was one of a batch of fifteen Bremen built aircraft originally sent to Argentina by Focke-Wulf before the Second World War and before the aircraft type was produced under license in there.

In 1989 it was acquired by Hans Dittes and returned to Germany, then later moved to Belgium. In 1996, it suffered damage during a heavy landing in Speyer, Germany. Glen Lacey purchased the damaged aircraft and restored it in 2004. It was purchased by Peter Holloway and was based at Old Warden.

Over the years the museum's Fw-44J has had a series of registrations. In Argentina, it was LV-YYX, when it moved to Germany, it was D-EHDH with D-2692 as a side number. Then in Belgium it was OO-JKT. In England, when hangared at Old Warden it was G-STIG, and now at the Military Aviation Museum, it is N183FW. ☐



Focke Wulf being worked on at the Fighter Factory

Museum Visitors Dressed in Their Holiday Best



Naval Aircraft Factory: N3N-3 BuNo 2892

by "Skip" Johnson

A recent arrival to the Military Aviation Museum is a bright yellow 'Canary'. 'Canary' is the official name for a Naval Aircraft Factory (NAF) built N3N. The museum's N3N arrived a little while ago and is the U. S. Navy's Aeronautical Bureau Number (BuNo) 2892.

The N3N was designed and built by the NAF located in Philadelphia, PA. In August 1917, the NAF facility was opened and was owned and operated by the U.S. Navy. It was established to assist in solving the problem of aircraft supply, which faced the Navy Department upon the entry of the United States into the Great War (that lasted from 1914 – 1918).

The N3Ns were powered by a NAF built 235 hp Wright R-760-2 radial engine. Uniquely, the N3N-3's were built with surplus aluminum from earlier NAF constructed dirigible parts. NAF built 816 N3N-3's from April 1940 to January 1942.

Our N3N-3, BuNo 2892 with a Wright Engine Model R-760-8, had an acceptance date of 6 June 1941 according to the Naval Aircraft Data Card (NADC). It was received by NAS Pensacola on

8 June 1941 with engine number 6099 (NADC). The later Civil Aeronautical Administration (CAA) registrations indicated that it was manufactured on 21 May 1941, but the actual aircraft data plate is stamped as 1 April 1941. The CAA also listed the engine as a Wright R-760-2 engine. Its

change via its NADC, registration, and certification documents. Its NAPT classification was again recertified on its aircraft data card on 21 October 1943 after over 5 months at NAS Glenview. This again was most likely connected to its next ownership move to wartime civilian service.



The N3N back in its heyday

The museum's first civilian registration was dated 8 October 1943 as Aircraft Registration Certificate Number 45067. Although it was listed as a civilian aircraft it was still a government owned aircraft to be used for War Training Service (WTS). This first certificate stated that it was for "student training to be conducted by War Training Service contractors."

It was stricken from Navy rolls on 24 November 1943. The registration and first airworthiness certificate indicated that our N3N-3 was turned over to the WTS. Its next milestone was being sold a little over two years later for surplus. While there is no positive data that the museum's N3N was actually in WTS service other than its certification for WST and its later surplus sale.

It was sold by the Reconstruction Finance Corporation, which was authorized to sell it under the Surplus Property Act of 1944, for \$472.00 on 15 December 1945. The paperwork noted an Oklahoma County notary, and an Ohio buyer purchased the museum's 'Canary'.

It went through five owners and documents indicate that it had not flown since the 1950s. It was sold to the museum in 2007 and restoration work by Centennial was completed in May 2011. □

current engine is an R-760-8, like the one listed on the NADC.

NAS Pensacola primary flight training ended in spring 1943 and training was moved to other locations which is consistent with our N3N-3's transfer to NAS Glenview, IL. After 21 months of service and prior to its transfer, NAS Pensacola completed an 'Overhaul & Repair' cycle on the aircraft on 15 March 1943.

It was received and classified for Naval Aviation Pilot Training (NAPT) at NAS Glenview on 5 April 1943 after being transferred from NAS Pensacola on 3 April 1943. N2S Stearmans gradually replaced the N3Ns and Spartan NPs during the remainder of the 1943.

The Museum's N3N's history shows this



The N3N as it looks now at the Military Aviation Museum

What's Going on at the Fighter Factory?

by David Hunt

The fall and winter are the busiest times for the dedicated team of mechanics working at the Fighter Factory. This time period allows the opportunity for maintenance, repair and inspection, getting ready for the spring and summer seasons of air shows around the country. The three planes currently being worked on are the Supermarine "Spitfire" Mk 1Xe, the North American SNJ-2 and Boeing B-17G "Flying Fortress."



The Spitfire having work done at the Fighter Factory.

Our 1941 Spitfire which has been down since November 2011 needed repair to its landing gear, as you can imagine the parts needed are not exactly "on the shelf" and often have to be made. Whilst doing a major strip down this gives mechanics the opportunity to do general inspection and maintenance.

As the photos show the SNJ-2 is also having a major strip down allowing for inspection and removal of the engine for repair.

Chuckie our B17 whilst having its annual check has all panels removed for inspection, lubrication and repair if needed. It's expected that over 1,000 hours will be spent



The B-17 "Chuckie"

Get to Know: Charles "O'Bie" O'Brien

by David Hunt

Charles O'Brien (aka) O'Bie has been associated with the Fighter Factory and the Military Aviation Museum as a volunteer pilot since October 1999 and has flown many of the airplanes in the collection. He says his favorite is the Corsair but in reality the plane he is flying at the moment is number one. O'Bie had a childhood dream of someday becoming a Naval Aviator and upon graduating from Prep School in June of 1946 he applied for and was selected into the Aviation Midshipman Program. After two years of college and 18 months of flight training he was designated a Naval Aviator in 1950 and subsequently was commissioned an Ensign, USN.



O'Bie as a pilot in 1952

His first duty station was in a Fighter Squadron flying the Corsair. He remained in this squadron for over four years making three major deployments one of which was a combat cruise to Korea. Shore duty followed as an instructor in the Basic Training Command flying the SNJ and T-34. Returning to the Fleet in 1957, he joined Light Photographic Squadron 62 making one cruise flying the F9F-8P and two cruises in the F8U-1P. After four years with this squadron, he reluctantly went back to shore duty as Officer Aviation Programs Recruiter in New York City and then to Monterey, California to get a Bachelors Degree at the Naval Postgraduate School. Receiv-



ing orders back to sea in 1965, he reported to the carrier USS Bon Homme Richard off the coast of Vietnam as the assistant Air Boss. In 1967, O'Bie came to Norfolk as Operations Officer for Commander Fleet Air Norfolk and then in 1969 again departed for Vietnam as 7th Fleet liaison to Allied forces in-country. After 15 months, returned to Norfolk to become Operations Officer for NAS Norfolk. He retired

from this assignment in 1976. Over the years, O'Bie has accumulated over 7000 flight hours, landed 735 times on 20 different carriers and flown 52 types of aircraft, all accident free.

After attending Old Dominion University, earning a BS degree in Education in 1980, he joined a large outplacement firm as a senior associate. During this time, O'Bie also enjoyed flying with the Skytypers, a six plane

aerial advertising and demonstration team, flying the SNJ-2. In the 2001 time frame, O'Bie decided it was time to slow down, smell the flowers and enjoy other activities including the Military Aviation Museum and Fighter Factory. O'Bie has been married 56 years to Bobby has three children and four grandchildren. □

on Chuckie before the plane is ready for its test flight in the spring. Being done at the same time is the replacement of engine number 3 which has been away for overall taking over 5 months.

Visitors to the museum can now visit the Fighter Factory on week days between 9am and 4pm also on Saturdays when we have speakers. The cost of visiting the FF is included in the cost of visiting the museum.

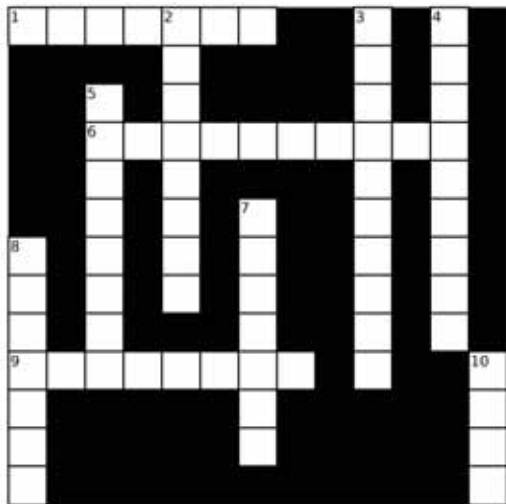
Thanks guys for keeping our planes flying. □



The SNJ-2 (on the right) having a major overhaul.

AIRPLANES

TYPES OF AIRCRAFT



- Across**
- 1 FIGHTER ENTERED SERVICE IN 1940 WITH U.S. NAVY AND ROYAL NAVY
 - 6 FIRST ALL METAL PRODUCTION FIGHTER
 - 9 SANTA HAS BEEN SEEN FLYING IN THIS AIRPLANE AT THE MUSEUM

- Down**
- 2 THIS AIRCRAFT CAN LAND ON WATER
 - 3 FIRST FLOWN IN 1938 SAW SERVICE IN MOST WWII THEATERS
 - 4 BRITAIN MIGHT HAVE LOST THE WAR IN 1940 WITHOUT THIS PLANE
 - 5 IF IT LOOKS GOOD, IT WILL FLY GOOD. FIRST FLOWN IN 1936
 - 7 FIRST OPERATIONAL WITH U.S. FORCES IN JUNE 1944 ALSO NAME OF A CAR
 - 8 GULLWING
 - 10 ALL METAL BIPLANE DEVELOPED IN 1929

Skyraider Pilot Hangar Talk, a Great Success

by Ed Dillingham

Continuing the museum's series of veteran's speaking events, the museum was honored to have former Navy Skyraider pilot LT Tom Patton as our guest speaker for the month of January.



In 1966, Tom was deployed onboard the USS Intrepid as a member of Attack Squadron 176, flying the famous Douglas AD-4 Skyraider. During August of that year, Tom launched from the Intrepid as a member of a two aircraft flight charged with the mission of Rescue Combat Air Patrol (RESCAP) protecting the helicopter assigned to rescue pilots in the event they went down.

During the flight, Tom and his flight leader heard another flight of Skyraiders calling for help – they were under attack by North Vietnamese Mig-17 fighters! Despite the fact that the Skyraider was a 20+ year old prop driven aircraft designed for ground attack, Tom and his leader, pushed the throttles to the firewall, and went charging to the rescue. Rolling in from a higher altitude onto the “6 O'clock” position of the Mig-17, the four 20 mm cannons of the Skyraider made short work of the Mig-17! Tom and his Skyraider were one of only two

air to air kills made during the entire Vietnam conflict!

The museum was delighted to have Tom Patton as our guest speaker for January, and wish him every success in the future! □



Former Navy Skyraider pilot, Lt. Tom Patton

Webmaster Wanted for the Fighter Factory

Do you love airplanes like we do and can you design a webpage?

If so, put your talents to work and contact David Hunt, Museum Director, as we are looking for someone to maintain and update the Fighter Factory webpage. www.FighterFactory.com

You must live locally and have had previous experience designing multiple commercial webpages.

Call the museum at 721-7767 or email to Director@AviationMuseum.US

Museum's Annual "Trains and Planes" Event

by Brad Groom

There were so many reasons people came to the Military Aviation Museum (MAM) during the November 25-27 2011 weekend. It could have been for the trains, planes, drop off a toy for Tots, great barbecue or a visit from a very special guest. This was the annual "Planes and Trains" event and just like the year before it was an excellent event that put smiles on the faces of all who came.

The model trains are so special that it is hard to believe they were just setup the day before. There were various scales of trains including HO,S,N,O and live steam engines. The knowledgeable train conductors were assisting children as they let them operate and get a real feel of controlling the trains. The children could also push buttons along the tracks to make active a sign man, miniature golf, tug of war, a floodlight, oil pumping station, train whistle and more. These train set ups were very



Kids admiring the trains' details.

interactive for all. People walked around looking at the many train exhibits while enjoying some Zook's barbecue. Some of the attending clubs included; Tidewater "O" Gage Association, South Hampton Roads "N" Track Club, Tidewater Live Streamers, and Atlantic Coast "S" Gaugers. There was a nice authentic display by Wings of Glory Aerodrome, which is an active internet community dedicated to the game "Wings of War" and "Dawn of World War II."

As the train whistles echoed in the hangar, the crowds were notified of the special guest on his way. At 12:30 that afternoon, people started gathering around

the tarmac in anticipation of Santa Claus, the special guest, flying by and landing to see the children and the young of heart. At 12:57pm the sky was clear when the bright yellow Stearman biplane flew by

with a jolly man with a long white beard and a red suite waving to all below. The Stearman landed and Santa greeted everyone with a big HO,HO,HO! Santa had no



Santa arriving in his Stearman

problem finding his way to his big green chair. With the help from all his elves, he visited with all the children and wished everyone a Merry Christmas!

The Military Aviation Museum is happy that so many people were generous and brought so many toys for the Toys for Tots. We collected over 8 boxes of toys, equaling 350 happy children and 2 lucky ones will receive brand new bikes! □

Pearl Harbor Survivor Remembered

It was mid-November, a few weeks before the 70th anniversary of the Japanese attack on Pearl Harbor and 92-year-old Bill Temple was at home in Virginia Beach. He told a story to a reporter that he'd been asked to tell many times over the years: how he'd been in bed that Sunday morning when the bombs began to fall, how he'd rushed to Wheeler Field with the rest of his air squadron, and how frantically they'd worked to get as many American pilots in the air as fast as they could. "I saw a pilot climb into his fighter plane wearing a tuxedo," Temple reminisces, "There had been a party the night before at the officer's club, and the pilot had finished off too many drinks to drive home, so he'd spent the night on base in his party clothes. You just did what you had to do that day."

Bill Temple had one hope in the face of his failing health. Just one more time, he wanted to attend the December 7th remembrance ceremony at the Pearl Harbor Memorial at Joint Expeditionary Base Little Creek. I think I'll make it, he said. Indeed, he did and, six weeks later, he was admitted to the hospital for the last time. On Wednesday afternoon, January 25, 2012, Bill took his last breath.

William G. Temple, Jr. was born in Portsmouth in 1919. He graduated from Norfolk's Norview High School in 1937. Two years later, he joined the Army Air Corps, a forerunner of the Air Force. His first duty station was Wheeler Field, a stone's throw from Pearl Harbor.

Bill was a frequent guest and speaker at the museum sharing with the visitors his experiences of that tragic day on December 7, 1942. □



Bill Temple at the museum's airshow with the American Belles.

Hangar Happenings

A Day to Remember

by Jacey Byrne

About six months ago Bridgette Williams and her fiancé Chris Labissiere came to visit our Museum to consider it as a possible reception site for their wedding. Chris is a Lieutenant in the Navy and Bridgette works at the Naval Medical Center in Portsmouth.



The bride and groom, Mr. and Mrs. Chris Labissiere

That is where they met, so when they stepped onto our Navy Hangar, they knew that's where they wanted to celebrate their marriage. Fitting to the December 10th wedding date, they choose a Christmas/winter wonderland theme complete with wreaths, a Christmas tree on the balcony, holiday décor and a fireplace. They were married at Thalia Lynn Baptist Church with a guest list of 300 family, friends, church family and coworkers, all of which headed over to the museum after the ceremony to celebrate the start of their new life together. Congratulations to Chris and Bridgette Williams, we wish them all the happiness, and we are so happy they choose our wonderful museum for their big day! ☐

Truman's Party Held at the Museum

by Jacey Byrne

The Military Aviation Museum (MAM) was proud to host the USS Harry S. Truman's (CVN 75) Children's Christmas Party on December 9th. Typically these events



Santa "wing walking" off of the Stearman.

are held once a year and are on the large Aircraft carrier. This year, the Truman was "in the yard" as they say with repairs, so they needed to find another place that would hold just about

German Cottbus Hangar Progresses

by David Hunt

German Cottbus Hangar is currently being erected ~our German hangar used by the Luftwaffe to protect the southern flanks of the city of Berlin during the Second World War is starting to take shape. Many discoveries have been made one being an inscription made on one of the hangars steel girders'. It seems that this may have come from forced laborer workers doing cleanup work following an attack. As you can see from the photos enclosed the Germans undoubtedly tried to make the air base usable in spite of extensive damage with shrapnel literally peeling off the corrugated metal roofing, as we gather more information on the inscription we will reveal in future articles as the hangar is completed. The Cottbus hangar was disassembled and shipped to Virginia in numerous ocean containers to house many of our Luftwaffe planes and German artifacts. ☐



The Cottbus structure being erected at the museum



Luftwaffe Klemm Ki-35 trainer and Fw-44 Stieglitz trainers inside Cottbus hangar during the late 1930's

2000 people. The Truman's "FUNBOSS" and her commander came to check our hangars in early October and they knew this was the spot! The extravagant event they put on for the ship's families transformed our hangars into a Santa Wonderland full of fun things to do everywhere you turned. The evening of the event, Museum pilot Kevin Sinibaldi and Santa came over the speaker saying they were on their way! The tarmac was full of families and children of all ages, anxiously awaiting....what a surprise they got as the Stearman came around our Navy hangar and flew down close enough for all to see the Jolly St. Nick waving to the onlookers. Inside they dined on pizza, donuts and hot chocolate. On the Army hangar side, they had a magic show, crafts and miniature golf. On the Navy side, they had a rock wall to climb, all the way up to the ceiling, a bounce house, and other fun activities. In the middle part of the museum, the line was around the corner as everyone wanted their chance to sit with "SUPPO Santa" and tell them what they wanted, while having their photo taken. It was a fun night for all and we thank the Truman for choosing the MAM to have this great event! ☐

Event Calendar

FEBRUARY

- 11 – Valentines Hangar Dance
- 18 – Speaker, Chief Master Sergeant Grant S Williams, Sr. USAF (Ret) (Original Tuskegee Airman)

MARCH

- 15 – Blue Star By-Way Marker Here- WWII Vet Remembrance ceremony Plaque to be placed at MAM
- 17 –Speaker, Hans Meyer plus flight

APRIL

- 14 – Fly-In Lunch
- 14- Speaker, Donald E. “Buzz” Wagner, Lt. Colonel USAF Ret and flight plus flight.

MAY

- 5 –Flying Proms
- 17 –Battle of Britain Event Dinner
- 18-20 –WWII Air show

JUNE

- 8-10 –RC Airplanes
- 16- Speaker B-17 Navigator Bob Birney plus flight
- 16 – Drive-In Movie Night

JULY

- 21 – Speaker (to be announced)

AUGUST

- Summer Camp (date to be announced)



9:00 AM - 5:00 PM
OPEN DAILY

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