

PROP NOISE

The Membership Newsletter for The Military Aviation Museum

Summer 2011

Biplanes and Triplanes 2011 WWI Airshow

by Boom Powell

This year's World War I airshow and flying extravaganza is titled Biplanes and Triplanes. Not that the Virginia Beach Military Aviation Museum (MAM) has given up on lighter than air; last year a zeppelin was just too big an idea. Come out October 8th and 9th to see what else we have "floating" by. This year we promise a sky full of biplanes and triplanes. Especially triplanes. All three of MAM's Fokker DR-1's; Red, Blue and Yellow; and, just announced, a new addition will be in the air. If you missed the Fokkers' aerial ballet during the Flying Proms, this is your chance for a reprise.

The Sopwith 1½ Strutter was used immediately after the war and became the first wheeled U.S. Navy aircraft to fly off of a U.S. Navy warship. Our Strutter is still wearing its Hollywood paint job from starring in the movie "Flyboys", but is depicted on the souvenir poster as it was for the nautical milestone.

One of the other flying two-seaters will be the Avro 504K which began as a combat aeroplane in 1915 and transitioned to a trainer role as time passed. The Avro saw active RAF service in Mesopotamia (today's Iraq,

Iran and Afghanistan) until the 1930's. For action, the Avro will be on a reconnaissance (today's spelling word) mission with the Sopwith as a well armed (forward firing Vickers machinegun for the pilot and a pair of Lewis guns for the gunner in the "pit") escort over the Tommies and Jerries in the Pungo trenches. An attack by the "Black Baron" in his all black Fokker DVII is expect-

As many know, 2011 is the Centennial of U.S. Navy Aviation. The MAM's splendid collection of Naval aircraft did their flying in the spring show and will sit this one out (They will still be on display in the hangars).



The Fokker C.I Trainer

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Warbirds Over the Beach 2011, What a Weekend!

by Brad Groom

The Military Aviation Museum was in full throttle for the third annual Warbirds Over the Beach weekend this past May. As the museum grows into a well-run machine, it is no wonder the crowds are getting bigger, the entertainment is fine tuned and more re-enactors are migrating to this extraordinary event.

The museum keeps pushing the envelope by having an event of this magnitude. For instance, this year "Chuckie," the museum's B-17, was surely the new star. Guests flocked to this recently acquired aircraft and pictures were being taken, seasoned

military people were exchanging stories of their personnel experiences aboard a B-17 platform during the war. If that was not enough one of the Allied's most famous bombers flew in from Canada to be at this event. A Lancaster bomber graced the museum's grounds and airspace this year. Since there are only two Lancasters left flying it was an honor to have one of them here.

The air-show this year was very impressive with new events like the WWII Airborne Dem-



The WWII Airborne Demonstration Team "dropping" in on the airshow.

Photo by Gary Stephenson Photography

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Military Aviation Museum

www.MilitaryAviationMuseum.org

Virginia Beach Airport

www.VBairport.com

Fighter Factory

www.FighterFactory.com

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ed. It will be joined by the museum's third Fokker D.V II fighter and the Fokker C.1. Depending on who is shot down a cavalry troop will gallop to make the capture or rescue.

Other flying machines are in the works. The pea-green and purple (believe it or not, an authentic paint scheme) Halberstadt should be back in the air. Nieuports of at least three air forces will be represented along with a full-scale SE-5. Talks are ongoing to arrange for the only flying



The colorful Halberstadt will be taking to the air

Warbirds..Continued from page 1

onstration Team Foundation providing a first-hand look for many folks to see a live parachute team perform. This team came from Oklahoma and used a 1942 C-47 to demonstrate their reenactments of GI's jumping out of aircraft. Even though one



The Lancaster (in the background) and the Ju-52

of the airborne jumpers landed in the trees and another broke his leg when landing, they were back the next day for another go at it. This team is dedicated to honor those who served in the Airborne units. After the jump, you could witness the packing of the chutes in the hangar and talk to the team about their knowledge of this subject.

You could see live dogfights in the skies overhead and hear the loud sound of an 88 millimeter anti-aircraft gun live in action. Eyes of the guests were watching the skies in awe of the aircraft performing what they were designed to do and if by chance you did not know exactly what airplane it was, the museum provided announcers that could be heard throughout the area. The

replica of the 1911 Curtiss Pusher which Eugene B. Ely landed on board the USS Pennsylvania on January 18, 1911 to attend this year's event. Invitations are out to

announcers were on cue with history of the aircraft, their role during the war and one of the pilots joined in about his experiences and knowledge of operating and piloting these aircraft. You really got a taste from the pilot's view and history of these aircraft flying.

Another aspect of this event that is becoming better every year is the first class entertainment that is provided. Stepping back in time, you had the chance to hear, Theresa Eaman a classically trained vocalist who specializes in the music of the WWII era, Bill Riley and Joe Ziegler

became the ultimate Abbott and Costello Tribute show that perform those funny burlesque routines, including the famous baseball routine, "Who's On First?" that the whole family can enjoy together. Other entertainers included Hampton Roads Metro Band, The Victory Belles, and Frank Sings Frank a lo-

cal entertainer that sings the songs of Frank Sinatra. He is fabulous with his attire, humor and voice.

Once again on the hangar stage will be the Terry Chesson band and chanteuse Theresa Eaman to regale you with the pop hits of the cultural transition period from the Great War into the Roaring Twenties. Sing-alongs were popular then and fun now. Lyrics to "Pack Up Your Troubles", "Over There", "Old Mill Stream" and other hits of yore will be provided if you don't already know them. It will be great weekend for the entire family. □

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Another form of entertainment this year was the opportunity to meet some highly decorated WWII veterans. These individuals were at tables with their personal items from the war. They were all very busy talking to guests who took this unique opportunity to ask questions about their personal experiences. Some of the heroes that were there were, Col. Clarence "Bud" Anderson; Captain Theodore "Dutch" Van Kirk; Dick Cole, a Doolittle Raider; William "Wild Bill" Guarnere, a veteran of Easy Company; Herb Horst, a B-29 navigator; Bill Muehleib, a Pearl Harbor survivor, and many more.

Local food vendors and a large assortment of art, books, models, signs, clothing and memorabilia could be found at this year's airshow. One item that was a best seller was the Official Program Guide that was packed with information about the museum's aircraft, their plans for expansion, and full of articles about the show. It was a perfect momento of the weekend.

With all the volunteers the museum had at this event, it really helped in providing first class service for all the families and individuals that came to enjoy a special weekend. Mark your calendars now for next year's "Warbirds Over the Beach" May 18-20, 2012 and bring the whole family to enjoy. I have a feeling it will even be better! □



The fighters line up

Lancaster Visits the Beach

by Felix Usis

One of the many joys of attending an airshow, especially one as big as ours on the weekend before Memorial Day, the Museum, is that you get to see new airplanes and if lucky enough, get a chance to speak with the crews. This was the case at this show and our guest was the much awaited friend from the Canadian Warplane Heritage Museum, the "Avro Lancaster bomber". One of two such airplanes still flying in the world. Their museum is located in Hamilton, Ontario, not too far from Buffalo NY. At present, they have 47 aircraft of which 18 are flying. Our flight was commanded by Captains Don Schofield and Leon Evans. Also in the crew were flight engineers; Craig Bookhouse, Craig Staughan and Don Husband.

We had great fear that they were not going to make their appearance, because on "arrival" day, they were faced with some bad enroute weather and a minor mechanical problem. They had gotten as far as New York, but then had to return back to their base in Canada. On "show" day, most of the airshow was nearly complete but just like a ballet scene, they joined the B-17, B-25, Catalina and Fokker tri-motor in trail just like it seemed to be all planned. They proceeded to give us several overhead passes and then a low level fly-by and a smooth landing. The crowd was certainly pleased.

One thing to mention is that the new jets nowadays, have thousands of hours of running before requiring any major overhauls but with these older aircraft, the rules change and they become very, very expensive to keep in the air. For example, Captain Schofield told me that the current Lancaster with the Merlin engines are allowed 400 hours before they are required to be checked and overhauled and the cost per....hold on now...over \$100,000 dollars per engine. so I asked him, "how many airshows do you do"...answer, 6 or 7 per year.

We at the Military Aviation Museum have over 50 aircraft to maintain and the cost of aircraft fuel is well over the \$5.50/gal and those birds suck fuel up very quickly.

Next, I asked Captain Schofield, how does one become a Lancaster Check pilot/in-

structor/and promoter. He said that after he retired from Air Canada as a B-747 and A340 Captain, he went to the museum to volunteer his time and expertise. He, also, helped restore the aircraft. In 1988, the aircraft finally flew and since he had been a "tail dragger" pilot in the Air Force, he was asked if he would be interested in flying the Lancaster with its tail wheel. The answer was an obvious yes. They started out with nine pilots but



Captain Schofield in the Lancaster

as time went by, he soon became the senior guy and the rest is history. He is the only man in the world allowed to give a rating, the right to fly Captain on such an aircraft. He now gives annual checks to any qualified pilots on the Lancaster and that requires eight days of ground school training to review all aircraft systems, electrical, hydraulic and pneumatic, one day flying with emergencies in flight and three take-offs and landings to qualify for another year of his/her certificate. The aviation community is the most regulated and checked profession in the world and that is what keeps our country the best in safety and proficiency.

Captain Schofield discussed the nuances of flying the "bird." Each airplane has its own quirks so the secret is knowing them. For example. all American aircraft engines turn clockwise but the British mostly turn counter clockwise, so on take-off, with American planes, you put in right rudder to keep the airplane straight down the runway until the tail comes up and the rudder is effective....well, on the British aircraft it exactly the opposite. The more

power you have in engines, also increases the amount of rudder control you have to put in. Without getting technical, it takes a lot of coordination to make it look "easy" as the Captain states, "that the Lancaster is a handful because of the lighter weights now, so manipulation of the four throttles is quite a problem."

We all try to make comparisons of aircraft during WWII, the B-17 was the sweetheart of the Americans and we produced so many, but, the Lancaster had about the same dimensions but it had more horsepower, carried over 2 1/5 tons more bombs, had 4 less crew men and was deadly efficient at night bombing.

The Lancaster bomber was an offshoot of an Avro Manchester. The Air Ministry ordered bombers with larger load carrying capability so Avro added two more engines to the Manchester and it became known as the Lancaster.

This aircraft also performed some of the most daring and dangerous missions in the war. One being the destruction of three large dams, Morhe, Eder and Sorpe which flooded the Ruhr "industrial" area causing many deaths, destruction, and the disruption of military production. The Lancaster was also credited with sinking the German super battleship Tirpitz in a Norwegian fjord in 1944.

In closing, it is so wonderful that not only individuals but companies put up great amounts of money to rebuild and maintain these "gems" so we all may enjoy them for posterity and hopefully, history. These are irreplaceable treasures. Enjoy them now!

So many people around me at the airshow were in total awe at seeing airplanes that maybe had been flown by their parents or relatives. The values and sacrifices that the air crews made for freedom should never be forgotten nor lost and as long as we have museums like ours, and theirs (the Canadians and other countries), we will continue to honor them. What great treasures we have and we must preserve them by participating and contributing to them. □

Photo by Bob Dedman

Flying Proms 2011

by Boom Powell

I am sitting at the end of the runway waiting for the time to takeoff. On my left, the tops of the hangars near the far end of the airfield are bright in sunlight. The swooping canopy-tent, all lines and curves of white polyester braced on poles of aluminum and graphite, is closer. Underneath, unseen from my seat, the Virginia Symphony Orchestra is tuning their instruments before beginning Walton's Prelude and Fugue for Spitfire. I cannot hear them over my idling engine.



The crowds gathering and the orchestra setting up

I am sitting at the end of the runway in a Fokker Triplane painted in Lieutenant August Raben's red and white. On my right, is another idling Fokker Triplane painted as Werner Voss' was, pale blue with a green wash, black Maltese crosses in a white square. The pilot's white scarf flutters in the propeller slipstream. Under us is green grass. In the deepening blue of the western sky, red, ocher, orange clouds slip across the lowering sun. Tall trees are darkening into silhouettes. The airfield's boundary is marked by a split rail fence. On the dusty road beyond the fence, a boy on a horse rides up and sits watching the airplanes.

On my left, it is the Virginia Beach's Military Aviation Museum's Flying Proms, part of the Virginia Arts Festival in 2011. On my right, time has changed. The year is 1917.

That is when the first Flying Proms ever in the Northern Hemisphere outside of jolly olde England. The Kiwis in New Zealand, (a hot bed of antique airplane activity; several of our museum's aircraft were restored there) have also latched onto the copasetic mix of symphonic music and aviation.

Proms is short for Promenade Concert. The first concerts were walking about (promenading), eating and drinking were de rigueur were held in 1895 and have become a British tradition. Thirteen years ago, the Shuttleworth Collection began having Flying Proms at their grass covered aerodrome. The success of those performances were the inspiration for having a Flying Proms in Virginia Beach.

The Virginia Arts Festival and the Virginia Beach Military Aviation Museum combined their assets and talent for what was a spectacular evening. The Virginia Symphony Orchestra under the baton of Maestro Benjamin Rous performed a program of music linked to the aircraft flying in full view of the audience. The show opener was Walton's "Prelude and Fugue for Spitfire" with a combat veteran Supermarine Spitfire streaking in from the west. Goldsmith's suite from "The Blue Max" had a pair of Fokker Triplanes pirouetting above the trees.

The very appropriate DeHavilland Tiger Moth and Dragon Rapide were the fliers for Barry's music from the score for "Out of Africa." And what could be more appropriate for Walton's suite from "The Battle of Britain" than the museum's Hawker Hurricane? The movie "The English Patient" did feature a Stearman flying and so did America's premier Flying Proms to Yared's music. The finale for the flying half of the concert was the 1945 Corsair and Wildcat fighters and music from Rodger's "Victory at Sea."

As each airplane landed, the pilot taxied over to a grassy area next to the orchestra pavilion and visited with members of the audience who "promed" over during the intermission. With glasses of wine in hand, the pilots and visitors enjoyed a personal moment not found at any airshow.

Mark Whall of the BBC came from England to bring his experience as master of ceremonies to Flying Proms of Virginia Beach. Mark's wit, smooth patter – enhanced by a classy accent—and knowledge of aeroplanes (his spelling) made for an entertaining and informative show. It was

Mark's task to bring the audience back from the unique intermission for the second half which featured Wagner, Strauss, Williams and ended with Holst. After dragging the pilots onto the stage, Mark introduced the encore. The orchestra struck up Sousa's "Stars and Stripes Forever" and Zambelli Fireworks let fly. Each burst of color, sparks, smoke and bangs brought gasps, applause and the thought that this salvo must be the last; only to have another launched which was even more spectacular.



The Flying Proms in full swing

Photo by Paul Murphy

I am standing among airplanes spanning 50 years of aviation history. They all have been in the sky less than an hour before. The flashes of brilliant light reflect off the polished blue wing of the Corsair, illuminate the biplanes. Are the bursts star-shells fired over a Pacific island in 1944? Flak over the Western Front in 1918? They could be. Come to Flying Proms 2012 and see what year you find yourself in. □



Naval Aircraft Factory:

N3N

by Felix Usis

The N3N was a two-place primary training biplane aircraft built by the Naval Aircraft Factory (N.A.F.) in Philadelphia, Pennsylvania during the 1930s. This was in the same factory where naval rigid airship parts had been previously built for final assembly in nearby Lakehurst, NJ. Eventually, these naval airships like the Shenandoah, Akron, and others ended with their own crashes and the elimination of America's "Zeppelin" program. Using surplus aluminum from the discontinued rigid airships, these naval training aircraft were constructed from 1938 to 1941.

The N3N was the last biplane in US military service and flown on floats by the US Naval Academy for aviation familiarization until they were finally retired in 1961. Everyone that flew the aircraft knew it as the "Yellow Peril", a nickname prompted by its yellow paint scheme and the fact that it was flown predominantly by inexperienced student pilots. In the event that a cadet failed to solo within a certain period of time, he was in "Peril" of not being appointed as an Aviation Cadet and able to continue his flight training. The aircraft had two crew members, instructor and student, and could be flown with either its conventional landing gear or a single main float with smaller stabilizing floats on the wings.

It was an all-metal aircraft but instead of steel, the NAF used aluminum. The front of the aircraft back to the firewall in the front cockpit and the vertical stabilizer were metal covered and the rest of the aircraft was fabric covered. Other unique features were a single integral top wing and five removable panels on the left side of the fuselage giving maintenance personnel easy access for inspections.

The N.A.F. delivered over 900 N3N aircraft beginning in 1935. Of these were N3N-1s and over 750 were N3N-3s. Four N3N-3s were delivered to the United States Coast Guard in 1941. Production ended in

January 1942 but the type remained in use through the rest of the Second World War. The N3N was also unique in that it was an aircraft designed and manufactured by an aviation firm wholly owned and operated by the U.S. Navy as opposed to private industry. For this, the Navy bought the rights and the tooling for the Wright R-760 series engine and produced their own engines. Navy built engines were installed on Navy built airframes.

It was back in 2007 when our museum had learned about some historic aircraft being stored inside a warehouse in a small town in Missouri. After traveling there for a personal inspection, they were found to be a handful of N3N aircraft previously used as crop dusters and in various states of disassembly and in need of major repairs and restoration. It was also in this same building that the museum's de Havilland Dragon Rapide was found.

One 1941 N3N airframe was chosen for the final restoration of an airworthy aircraft. In addition, there were enough floats to outfit one such airplane with the main center float and its two wingtip floats. These flotation

devices are extremely rare and difficult to find, so this completed aircraft could be used on either water or from a runway with its conventional gear.

It was decided to outsource the reconstruction and restoration of this historic aircraft to the Waco Classic Aircraft Company of Battle Creek, Michigan. They are most well known for building the current classic Waco biplanes based upon the earlier 1930's design. They began the restoration work in the fall of 2008 while the Fighter Factory continued the search for the many missing parts.

The selected paint scheme was to use the same design as those aircraft used by the Naval Academy midshipmen in Annapolis, Maryland. All their planes operated on floats from the Severn River alongside the academy. Of particular interest is the original and very rare copper dust cover for the prop shaft which shows aviator wings with a five pointed star in the center over a Navy anchor.

Work progressed until the spring of 2011 when Lou Radwanick, one of the museum pilots, traveled to Michigan to test fly and ferry the completed aircraft across country to our museum. It arrived just in time for the May Warbirds Over the Beach airshow and afterwards has now been on display in the Navy hangar. □



N3N-3 Annapolis 1961

Antique Car Show

August 27, 2011

The Tidewater Region of the Antique Automobile Club of America (TRAACA) returns to the Military Aviation Museum on August 27th for their thirty-eighth annual meet. This will be the organization's fourth show at our facility, bringing hundreds of beautiful

antique, classic, and modified vehicles for display. As an added bonus, the \$10 per car general admission fee includes access to the Military Aviation Museum, normally \$10 per person. The event has two separate sections – Preserving the Past for 'as-built' vehicles built before 1987, and Mods and Rods with open registration. There will be food concessions on hand, as well as an automotive flea market and car corral.

The show will run from 8 AM until 3PM on Saturday, August 27th. Don't miss this chance to see classic cars and classic aircraft together in one magnificent location! □



Hangar Happenings

Hangar Party

On Friday, June 24, museum volunteers and the Fighter Factory got together for a afternoon BBQ beginning at 1600 hours. The BBQ was a way for both groups to get



to know each other better, put names with faces, and share stories about the airplanes in our collection. Those that attended had a lot of fun and enjoyed meeting and getting to know other members of the team. The event was so well attended that a couple of people who came late didn't get to enjoy the hamburgers and hot dogs from the grill!! Sorry about that; we'll make sure we have plenty of food at the next one. □

Photo by Barry Shatzer

Glide-In Event

August 6, 2011 Glide In at Military Aviation Museum in Virginia Beach. Sailplanes from Tidewater Soaring Society will fly from grass runway towed by open cockpit biplane. Come see the collection of warbirds from World War I to the Korean War era and watch the thrills of motorless flight. Pilots will assemble their Gliders in front of the museum and answer questions about this popular form of sport flying. Information and directions to the Virginia Beach Military Aviation Museum at www.MilitaryAviationMuseum.org. Information on gliding in Southeast Virginia at www.TidewaterSoaring.org. □



Glider being prepared for a tow

Re-enactors Invade Warbirds Over the Beach WWII Airshow

by Brad Groom

At the "Warbirds Over the Beach" weekend you could not only experience the sights, sounds and smells but also witness re-enactors perform events from the history pages of WWII.

It was Sunday morning and a squadron of fully dressed German soldiers was on a mission to honor the fallen Fallschirmjäger's who lost their lives during the Battle of Crete. While witnessing the soldiers march and lay a wreath next to the Junkers Ju-52, I asked them why they were doing this. The officer in charged explained, "the Battle of Crete started May 20, 1941 in the morning and was the first massive airdrop the Germans attempted. After ten days of fighting and very high casualties the Germans were in control but due to the high casualties Hitler decided this was no longer feasible."



The "Germans" at their stove trailer

This was the 70th anniversary of the Battle of Crete and the German re-enactors honored and recognized the importance of this date in a very professional manner. As they marched back to their camp, you could hear them singing a song in German while they all kept in step.

I have found that all the re-enactors take their roles seriously and enjoy sharing the history with those interested. After this encounter, I smelled something cooking and I seemed to gravitate towards it. Here I met more German re-enactors but their specialty was cooking. At this camp they had a large authentic kitchen/stove trailer that the Germans used in WWII. The "cook" explained to me that this type of equipment was used by the Germans because they wanted to have hot meals for their soldiers. One of these trailers was assigned to every unit of 120 soldiers and they could cook soups, stews, potatoes and other foods for their troops. Since they just got done preparing breakfast from this trailer they offered some to me and it tasted really good. They went



Japanese re-enactors in their traditional "Tabi" footwear

on to say that the Germans did not believe in feeding their troops the so called "separations".

Stepping away from their camp, I witnessed an American pilot being interrogated by German officers. It was just great to see this live with all the gear, uniforms and the realistic image that the re-enactors all had, right down to the German typist taking down notes to the bellowing German officer with the big cigar blowing smoke at the American pilot while asking him questions. Many people enjoyed watching this history come alive!

Talking to the Japanese soldiers about their gear was interesting because I did not realize that they did not use leather boots but had shoes called "Tabi" which were a lot more comfortable than the western boots.

There was so much to see and learn
Continued on page 7

Hangar Happenings

Royal Wedding Reception

by Brad Groom

The Military Aviation Museum has some British blood running through it with the likes of aircraft such as the RAF Spitfire, Hawker Hurricane, AVRO504K, Sopwith



Strutter, Tiger Moth and a truly royal aircraft the Dragon Rapide. It was just a naturally good fit to have a Wedding Reception in honor of Prince Williams of Wales and Catherine Elizabeth Middleton at the Museum on April 30, 2011.

It was one of the grandest affairs that the Museum has ever held, with British flags flowing in the wind along the entrance way gave evidence of what was ahead. The space was truly a British environment with Bobbies guarding a magnificent blue



sapphire ring encircled by 16 diamonds, similar to the one now worn by Kate Middleton. Fine Jaguar automobiles were on display courtesy of Checkered Flag, British aircraft positioned for display and flight demonstrations, and a live look-alike of the Royal couple entertained by walking around and taking pictures with the guests. Since the Royal couple had previous engagements an exact cutout of them was also on display for pictures. The attire of the guests was unique just as the wedding was in London.

The sound of tapping on a Champagne glass arose all the guests for a toast to the Royal couple and the cutting of the five tier cake. Everyone rose their glass to toast the Royal couple and enjoy some cake.

The day was wonderful. One of the special events of the day was when Delegate Barry Knight informed the hosts, that a very special public recognition was prepared for them by the General Assembly, House Joint Resolution No. 906 stating the General Assembly's admiration for the museum's commitment to preserving a unique part of history of the Commonwealth and the Nation. □

Re-enactors..Continued from page 6

from these re-enactors at the airshow and I noticed that this year more re-enactors were here. The word is out in the re-enactor community that the host of this event cares about the needs of the re-enactors and walks around shaking their hands and thanking them for coming to "Warbirds Over the Beach."

With the re-enactors very pleased with their host, next year's event will have even more re-enactors to see and enjoy, it will be a do not miss event! □

Two New Dinosaurs Make the Museum Their Home

by Brad Groom

It wasn't that long ago I walked into the local 7-11 store in Pungo and listened to the new news of the area. For anybody who lives out in this area the coffee counter is where you hear the latest about this area of Virginia Beach.



Today it was about the new dinosaurs someone saw at the Military Aviation Museum. The person went on to say

there was one of those gigantic birds (Pterosaur otherwise known as a Pterodactyl) and one that looks like a rhino (Triceratops). One guy said they are great because he likes to take his kids down there to get pictures of them next to these dinosaurs, his children just loved walking around them and the best part he said is that it's free. Another guy said hey that's a good idea!

Come check out the new addition to the dinosaur family that is the talk of Pungo and Virginia Beach. Bring your children or grandchildren and get some unique pictures of the kids with some cool looking dinosaurs. They will love it!



The dinosaurs traveled all the way from Gilbert Ramos' place in Rancho Cucamonga, California and they sure would like to say "Hi!" to ya all! □



Our 1911 Wright Brothers Vin Fiz airplane was brought to Oshkosh for the annual EAA airshow. It is on display for this week and then it will go to the Wright Brothers museum in Dayton, Ohio. It was sponsored by the National Park Service to commemorate the centennial anniversary of the first successful flight across the United States by Cal Rodgers in 1911. The aircraft was disassembled and trucked there by Al Lentz and John Brunner of the Fighter Factory. It will be received back at the museum the week of July 24th.

Upcoming Events

Drive In Movie Night

August 19, 2011



Military Aviation Museum!
Friday, August 19, 2011
Flyover at 8:00pm*
Movie to start at 8:30pm
Inclement Weather Date: TBD

\$10 per car or \$20 per car load

*Weather permitting



Volunteer and Docent Training

October 22, 2011

We are seeking docents to give hangar tours, children education leaders, audio technicians, assistance in special events, and museum facilities maintenance. Most of these do not require any specific skills or prior experience, other than just enthusiasm. Share a few hours each month with us and learn more about aviation and airplanes from the middle of the last century.

To Volunteer, Contact Steve Chalker: sdchalk@earthlink.net.

Warbirds and Wings Aviation Summer Camp

August 15-19, 2011

The Military Aviation Museum is excited to hold its very first "Warbirds and Wings" Aviation Summer Day Camp August 15th-19th.

During this fun-filled learning experience, your children will spend the week at the Virginia Beach Airport amongst one of the largest private collection of operational vintage and reproduction aircraft in the world!

The 5 day Camp will be for Children ages 9-14 years old and will be held from 9:00am to 4:00pm, the cost is \$175 per child per camp session. Extended Hours are available.

The Navy 3N



9:00 AM - 5:00 PM
OPEN DAILY

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