

PROP NOISE

The Membership Newsletter for The Military Aviation Museum

Summer 2010

21st Century World War I Air Show

by RR "Boom" Powell

How do you recreate air combat of the 1914-1918 Great War in the year 2010? This is the question facing the Virginia Beach Military Aviation Museum (MAM) once it was decided to do Biplanes and Zeppelins. Compared to the aeroplanes of WWI airplanes from WWII and Korea are plentiful. Those warbirds are built mostly of metal and have engines made to last. I anticipate screams from the restorers at the Fighter Factory when they read this. The typical engine for the Great War needed a complete overhaul after 10 hours of operation. Mechanics in frontline squadrons would change spark plugs and lubricate fittings every night.

An engine lasting 100 hours was the exception. Airframes were made of wood and covered with doped fabric (please, never canvas). Both materials were subject to rot, ripping, cracking or all three.



The Avro 504 will be in attendance at the WWI air show

Very, very few of the original aeroplanes exist. An original Sopwith Camel sold a few years ago for 1.5 million dollars! Restoring such machines requires carpentry and woodworking skills no longer found in aviation. Fortunately, the relatively small size and aerodynamic simplicity makes building replicas of these fascinating airplanes possible.

For the Biplanes and Zeppelins event, September 25th-26th, the MAM has airplanes from its own collection as well as many flying or being trucked in from other collections and private owners. WWI planes are definitely not great for flying cross-country.

As this issue of Prop Noise goes to press the list is not final, but included in the definite fliers are an British Avro 504 (built in Argentina), Halberstadt CL-IV (German ground attack two-seater), French Nieuport-17, SPAD XIII (as flown by the American Expeditionary Force), and both the museum's Fokker DR-1 Triplanes, (we refer to them as Red and Blue because of their paint schemes). Among the probables are two more Nieuports (different

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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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Warbirds Over the Beach 2010

Tips for attending air shows

by RR "Boom" Powell

Tip 1: Air show fans know to come early as there is usually flying well before the scheduled event time. Such was the case on Saturday for the 2010 Warbirds Over the Beach.

First off was the Spitfire for a pilot refresher, followed soon after by the red and white Fokker Triplane. The morning air stayed busy with passengers taking

rides in the SNJ and PT-19, the massive PBY Catalina getting airborne and the museum's most recent acquisition, the tres elegant DeHavilland Rapide flying for its first public appearance. Plus visitors arriving in general aviation airplanes; some of which were of historical or technical interest themselves.



For pure aesthetics it is difficult to beat the MAM's new De Havilland Dragon Rapide in the royal blue and red of the Prince of Wales' aeroplane.

Tip 2: Experienced air show goes also know that at a major event such as Warbirds Over the Beach, there will be airplanes not in the host's collection. Aviation museums help each other to get the widest selection of air-

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WWI Air Show.. Continued from page 1

models), an all black Albatros, a Sopwith Camel and two more Triplanes. There are many more possibles; we are waiting for the respondez part of their RSVP.

The above covers the Biplane part of the theme, but getting a Zeppelin proved impossible... at least for this year. A 35 foot long, powered, radio-control, flying model is in the works. Zeppelins have a sinister, yet glamorous reputation even today. In 1916 there was the "Zeppelin Terror" over England and German children sang a song about it.

Zeppelins have major parts in the movies "Hell's Angels", the eponymous Zeppelin and the more recent "Flyboys" and the animated "Up". Perhaps some of these will be featured for one of the MAM's Drive-in Movie Nights (see article on this page for more details).

To represent the lighter-than-air fliers of the Great War, there will be an artillery observation balloon floating at one end of the Pungo Aerodrome. Seen everywhere on both sides of the Western Front these "gas bags" were difficult targets for fighter pilots to bring down. The one that will add to the Biplanes and Zeppelins

atmosphere is a cross between a German Drachen and a French Caquot, so it will sport a cockade on one side and an Iron Cross on the other.



SAT & SUN SEPTEMBER 25/26, 2010
VIRGINIA BEACH AIRPORT
1341 PRINCESS ANNE ROAD PHONE (757) 721-PROP
WWW.VBAIRSHOW.COM

During each day, re-enactors will be on the ground as German and Allied soldiers demonstrating equipment and weapons. Armor, vehicles and artillery will be in action with a recreated trench section dug near the new WWI aircraft hangar. A German military marching band will perform as part of their tour of the USA. Appropriate entertainment will be on the hangar stage throughout the day pausing only for the flying demonstration from 1:00pm to 3:30pm.

After dark on Saturday the "war" is over and the fun jumps forward to the Roaring Twenties. There will be a jazz dance band with plenty of room on the hangar for flappers and dappers in their glad rags to cut a rug. The bash will be the bee's knees.

Reveille for the pilots on Sunday will be early as a traditional dawn patrol will lift off at 0700 hours. Dawn patrols had their origins with German attacks crossing the lines early in the day to have the rising sun at their backs. The afternoon will be a repeat of the previous day's flying, hopefully, because the replicas have modern engines, Museum and Fighter Factory mechanics will not be up all night changing spark plugs. Come out for an exciting weekend recreating World War I in 2010. □

Movie Night "Under the Stars"

by Ed Dillingham

By 6:00 pm, they were rolling through the museum gate. Pick-ups, "soccer mom" mini vans, and sports cars. Over 250 guests all ready for a nostalgic trip to the "good old days" and delivered by the MAM's first "Drive In Movie Night"!

Always on the lookout for something new and interesting to raise funds for the museum, we happened upon a firm that rents very large inflatable screens suitable for showing movies outdoors, and thus the first MAM Drive-in was born.

In addition to one of the all time great films of WWII, "The Battle of Britain" and some vintage cartoons, guests were treated to an additional "double feature" – the flight demonstration of the museum's British Spitfire, flown by the museum's senior volunteer pilot Mr. Ray Scott, and the ultra-rare Hurricane, flown

by United Airlines pilot Mr. John Fuentes. The museum concession stand featured Zook's famous barbeque, hot dogs and desserts, and free popcorn, delivered by docents posing as "car hops."

A big thank you to the many the volunteers who came out to make this event such a huge success! The museum looks forward to hosting another drive-in movie soon. Look for the upcoming ebcasts for more information. □



The inflatable screen and loud speakers helped provide this retro experience



WWI Air Show.. Continued from page 1

plane types. For the May show, all four of the SNJ/AT-6's and the chase Percival Provost in the opening formation belonged to and were flown by private owners. The company selling rides brought their own SNJ and PT-19. The "visiting star" was the beautifully restored Douglas SBD from the Commemorative Air Force in US Navy markings and with twin machine guns in the rear "pit" which could do everything except shoot.

The performance itself went off without a hitch. After the SNJ/Texan formation landed, the Trainer Group consisting of the Canadian built DHC-1 Chipmunk, N2S Stearman primary trainer and Ryan PT-22 (officially named "Recruit", but referred to as "the Maytag Messerschmitt" by cadets after a popular washing machine brand because one could "wash-out"



The PBY Catalina does everything leisurely, albeit impressively. Retracting the landing gear is one of those. Here the Catalina is shown soon after lift off with the nose gear retracted before the mains begin to fold up.

on a check ride), made their passes. A mini-drama of the rescue of a downed Allied airman had the Werhmacht (re-enactors) firing rifles and machine guns while the Stinson L-5 landed by the woods, the rescued pilot climbed in and was flown to safety while the Curtiss P-40 made strafing runs on the German troops. After a short and oily delay, the B-25's engines were started and the Mitchell took off to join the other two-engine performer, the Catalina, for fly-bys. Next, the Skyraider, Avenger and visiting Dauntless flew as the Attack Group. A lower altitude was approved this year which made the fly-pasts for these warbirds all the more impressive. The pilots used the opportunity to show off a variety of speed brakes and bomb bay doors open/closed, landing gear and tailhooks up/down. Finally, what many consider the main event, took off with the thunder of Merlin, (Spitfire and Hurricane), Allison, (Mustang) and Pratt and Whitney R-2800, (Corsair) engines.

Tip 3: Really savvy air show aficionados know to not only to arrive early, but to not leave until the sun sets. This was especially true on Sunday. The skies looked threatening at the start of the day, but the Fokker Triplane was off early checking the roads to



The visiting SBD Dauntless swoops in front of the crowd.

the museum, and the P-51 Mustang checked the areas farther out while the SNJ and PT-19 again took passengers up for rides. Although reduced to a flight of three because of pilots heading home to avoid bad weather, the SNJ/Texan flight demonstrated fine formation flying. The first event of the official demonstration got airborne early so the Ryan PT-22, Stearman and Chipmunk joined up for high orbits until cleared for low passes. After only two, air boss Walt Ohlrich, ordered the trainers to land as the wind had picked up and black clouds loomed. All flights were put on hold while weather radar and crystal balls were examined.

Ah, the fickleness of Mom Nature; soon after the show was officially cancelled, the storms moved off and the folks who had lingered to look at airplanes and enjoy the entertainers in the hangar were rewarded by the SBD Dauntless making several passes over the runway with both cockpits open and the twin-thirty caliber machine guns at a jaunty angle. Tempted into the sky, Jerry Yagen himself launched in the Mustang under dark clouds while the Stearman took the gent from New Zealand who gets credit for the immaculate restoration of the Rapide (and has the De Havilland Mosquito nearing completion in his shop) for a quick tour of the beach.



Both the main gear on the Douglas AD "Able Dog" Skyraider retract simultaneously, but twist 90 degrees to sit flat inside the wing.

As good as Warbirds Over the Beach 2010 was, wait'll next year when there will be more, and new, airplanes, more and exciting acts...and hopefully two full days of good weather. □

All Photos Courtesy of Mike Lynaugh



The Aichi Val replica is converted from a Vultee BT-13 and was flown for the movie "Tora, Tora, Tora"



Except for the Cessna in the background this could be a scene straight from WWII.

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One of the Liberty Belle singers gets up close and personal with an admirer.

Fokker Dr. I

The Fokker Dr. I Dreidecker (3 wings), often referred to informally as the Fokker Triplane, was not, contrary to popular belief, the first of the tri-wing design utilized by the combatants during the Great War (First World War, 1914 - 1918). It was developed by Fokker in the spring of 1917 in response to the successes then being enjoyed in the skies over Europe by the British Sopwith Triplane. Various German aircraft manufacturers responded, but the one built by Fokker Flugzeug-Werke GmbH was selected. It is, perhaps, the most identifiable fighter aircraft of the Great for two reasons, first, with its easily identifiable three-wing design and, second, because it was associated with the infamous 'Red Baron', the Baron Manfred von Richthofen and Werner Voss.

The Fokker Dr. I was a smaller airplane compared to other fighter aircraft of the Great War. It was not as fast as other fighters, at the time of its introduction, but it was far more maneuverable. Its rate of climb to 13,120 feet in 10 minutes was a great attribute.

The Fokker Dr. I's airframe was made out of steel tubing that was covered in aircraft doped canvas. When it was empty, it weighed less than 900 lb. Powered by a 110-h.p. Oberursel rotary engine, a rotary engine had propeller bolted directly onto the engine and the engine and the propeller would rotate together. It had a top speed of about 115 m.p.h. at sea level and 103 m.p.h. at 13,000 feet with a maximum altitude of 14,000 feet. It could fly for a maximum of an 1 hour and 30 minutes.

It was armed with two synchronized Spandau machine guns that fired through the propeller arc with the aid of a synchronization or interrupter gear, that was designed to fire bullets through the propeller arc without hitting the blades.

A prototype, serial 102/17, was delivered to Baron von Richthofen of Jastas 11 for combat evaluation, arriving at Markebeeke, Belgium on 28 August 1917. Von Richthofen first flew 102/17 on 1 September 1917 and shot down two enemy aircraft in the next two days. He reported to the Kogenluft (Kommandierender General der Luftstreitkräfte) that the aircraft was supe-

rior to the Sopwith Triplane. Richthofen recommended that fighter squadrons be reequipped with the new aircraft as soon as possible. The 'Red Baron' remained a strong proponent of the type until he was killed in action in Dr. I serial 425/17 on 21 April 1918. His last 20 air victories were in his red painted Fokker triplane.

Another prototype, serial 103/17, was delivered to Jastas 11 for evaluation. One of the museum's Fokkers has been painted to represent that airframe. It was flown by Lieutenant Werner Voss, the fourth ranking ace in the German Army Air Service with 48 victories, 6 of which were in the triplane. The 19 year old Lieutenant Voss, who was due to go on leave, took off and met the SE5a's of 56 Squadron, in one of the legendary dog-fights of the Great War. He single-handedly tangled with at least four British aces of that squadron, including Captain James McCudden (57 victories), Lt. Mayberry, Lt. Arthur Rhys-Davids (25), and Lt. R. T. C. Hoidge (28). For twenty minutes, Voss brilliantly kept them at bay, and perforated every one of their planes with bullets. But eventually their numbers told, and Rhys-Davids put a lethal burst in the tail of Voss's triplane. Voss was killed in action in his brightly colored blue and yellow Dr. I on 23 September 1917.

Another of the museum's Fokker triplanes has been painted with a red fuselage and

by Felix Usis
wings with a white tail to represent Fokker Dr. I, serial 581/17. The original aircraft was reported to be flown by Lieutenant August Raben. It survived the Great War and was taken by the French. Only 320 Fokker Dr. I's were built during



The museum's Fokker Dr. I

the Great War although very few triplanes survived the Armistice. Serial 528/17 was retained as a testbed by the Deutschen Versuchsanstalt für Luftfahrt (German Aviation Research Institute) at Adlershof. After being used in the filming of two movies, 528/17 is believed to have crashed sometime in the late 1930s. Serial 152/17, in which Manfred von Richthofen obtained three victories, was displayed at the Zeughaus museum in Berlin. The triplane was destroyed by an Allied bombing raid during the Second World War. Today, only a few original Dr. I artifacts survive in museums. A large numbers of flying and static reproductions have been built. □

Become a MAM Volunteer or Docent

We are holding a new Volunteer orientation class on Saturday, October 23rd at the Museum 9:30 am till 3 pm.

We are seeking docents to give hangar and museum tours also volunteers who will donate their time as photographers, children education and scout leaders, audio technicians, assistance in special events, computer and web page experience also museum facilities maintenance. Many of these duties do not require any specific skills or prior experience, other than just enthusiasm. Share a few hours each week or each

month with us and learn more about aviation and airplanes from the middle of the last century.

If you would like to attend, sign up on our volunteer sheet, so that they can add your name to the planned attendee list. We look forward to having you join us and meeting you at our next training session. Download the volunteer application from our web site www.militaryaviationmuseum.org or contact our volunteer coordinator Steve Chalker on sdchalk@earthlink.net

S.P.A.D. S.XIII

by Felix Usis

The S.P.A.D. S.XIII was a French single seat fighter aircraft of Great War (First World War, 1914 - 1918), developed by Société Pour L'Aviation et ses Dérivés (S.P.A.D.) from the earlier highly successful S.P.A.D. S.VII. It was one of the most capable, and perhaps the most famous, French fighters of the war, and one of the most-produced, with 8,472 built and orders for around 10,000 more cancelled when production ceased.

Designed during the last few months of 1916 by Louis Bécherau, it was an evolutionary development of his earlier, successful S.P.A.D. S.VII. The prototype S.P.A.D. S.XIII C.1 ("C" designating Chasseur (fighter) and "1" indicating one aircrew) was first flown on April 4, 1917 by French Ace René Dorme. Technical problems hampered production until late 1917, but

nine different companies built a total of 8,472 S.P.A.D. S.XIII's by the time production ceased with the Armistice in 1919.

The design was aerodynamically sound, with its rounded fuselage

and high aspect ratio wings. The engine, a rather temperamental 220 HP Hispano-Suiza 8B V-8, was fitted to a reduction gearing, driving a larger "right-hand" propeller. With its 220-hp engine, the S.P.A.D. reached a top speed of 135 mph -- about 10 mph faster than the new German fighters.

Its main asset was a very good climbing performance, far superior to its British and German counter parts but it did not handle as well as pilots expected.

The one-piece twin-spar upper wing and the two part lower wing had no dihedral. The top has a slightly wider chord than the lower, the leading edges of all wings are covered with plywood and the wire tailing edge gives the so-called scalloped effect. The fuselage is also made out of wood with numerous metal fittings.

The S.P.A.D. proved to be a very stable firing platform and could take its share of punishment without too many problems. It carried two .303-cal. Vickers machine guns mounted above the engine. Each gun had 400 rounds of ammunition, and the pilot could fire the guns separately or together.

The S.P.A.D. was not an easy aircraft to fly, especially in the low speed range where its thin airfoil section often resulted in brutal stalls. On the other hand it could withstand the stress of dives above 280 mph followed by steep climbs. The aircraft was at ease in vertical maneuvers rather than tight turns and it gained superiority over the enemy until the arrival of the Fokker D.VII.

The S.P.A.D. S.XIII began replacing the S.VII in front line service during the fall of 1917. By the beginning of the following year, it had become the standard French single-seat fighter. The S.XIII was flown by famous French fighter pilots such as Georges Guynemer and Rene Fonck, and also by

Italian ace Francesco Baracca. Since the United States entered the Great



The S.P.A.D. that will be featured at the WWI air show in September

War without a combat-ready fighter of its own, the U.S. Army Air Service (USAAS) obtained aircraft built by the Allies. After the Nieuport 28 proved unsuitable, the Air Service adopted the S.P.A.D. S.XIII as its primary fighter. By the war's end, the Air Service had accepted 893 S.P.A.D. S.XIII's from the French, and these aircraft equipped 15 of the 16 American fighter squadrons. It became popular with U.S. pilots for its ruggedness, speed and armament. American Aces who flew the S.P.A.D. included Captain Edward 'Eddie' Rickenbacker (America's leading ace with 26 confirmed victories) and Lieutenant Frank Luke (18 victories).

Italian and Belgian units eventually flew the S.P.A.D. XIII in combat as well. It remained in French service until 1923 before being replaced by newer and more advanced fighters. And nearly half of the 893 purchased for the USAAS were still in service in 1920. It was also exported to Japan, Poland, and Czechoslovakia after the war. □



The S.P.A.D. in flight



Hangar Happenings

Association of Naval Aviation, Hampton Roads Squadron, on June 4th, once again celebrated their annual Battle of Midway Event at the museum. Jim Joyner, coordinator and member of the Association, reported the large attendance of well over 200 was – happily -more than anticipated. Guest speaker was Lieutenant Commander George Walsh who flew dive-bombers during World War II. Michael Dureg Quartet entertained the guests with 1940s music.



LCDR George Walsh (Ret) along with his daughter Regina Walsh and her friend, John Hair

Virginia Beach Crime Solvers 2010 Fundraiser was held on June 5th, a beautiful sunny day – perfect for their annual Pig Pickin. Open to the general public, those who came received a lot for the \$35 entry ticket. Delicious barbecue, chicken, cole slaw, baked beans, soft drinks and beer! The guests were treated to entertainment, games and flight demos of the museums planes: P-51, SNJ-4, Tigermoth, Stearman and Stetson L-5. Proceeds benefitted Crime Solvers and keeping Virginia Beach streets safe. Virginia Beach Crime Solvers is a Citizen/Police/Media Partnership whose purpose is to create public awareness of the anonymous tip line, solve crimes and raise funds to pay rewards which will result in a safe city.



Supporters of Virginia Beach Crime Solvers enjoying the feast

July 3rd, **William and Claudia Snead** joined together in matrimony before 100 friends and family. The ceremony took place in the museum atrium. Afterwards the reception took place in the navy hangar, treated to a spectacular meal by Rustic Gourmet Catering and danced the night away to classics from Buddy Clark and Swingtime Band. A break from the heat of the summer, the evening was pleasant as the temperatures broke to make for a nice summer night.



Lincoln Military Housing families enjoying a day at the museum

Museum member and volunteer of the Military Aviation Museum, Maria Fox from Booz Allen Hamilton, thought the museum would be a great place to hold one of the **Joint Forces School's** all day sessions on June 5th. It got the students out of the classroom and into the museum for the day's learning session. Class was held in the media room and afterwards, students were able to tour the museum.

The staff of **Lincoln Military Housing** are tasked with planning summer events for families living in Hampton Roads area military housing. This summer, the Military Aviation Museum was chosen as the first site for a Kid's Crew event, held on June 26th. Over 800 military family members were in attendance and enjoyed the myriad of games, food and flight demos scheduled. Susan Burns, Julie Farr, and Melanie Clemente, produced an amazingly organized event that was both safe and fun for their guests. They brought in Big Top Entertainment to provide game stations, photo ops throughout the entire museum. Outside they set-up tents to make silly putty and wooden planes. Moonbounce and a Velcro Wall were located on the museum grounds as well. Additional entertainment by Glen Boswick and the Sound of Swing Orchestra and the Tap Club from Lakewood Dance and Music Center.



VIP's at the Head Table

The U.S. Navy is steeped in tradition. **Strike Fighter Squadron 106 (VFA 106)** celebrated their "Dining Out" here on June 12th. In attendance were Naval Officers from the squadron, attired in formal uniforms accompanied by their significant others dressed to the nines in gowns and tuxedos. All 270 guests, took part in this formal dinner that is both fun and promotes pride of service, high morale and loyalty. The squadron dates back to 1945 and began as Bomber-Fighter Squadron 17 (VBF-17). Flying F6F-5 Hellcats, pilots participated in combat operations against Japan. Through the years it moved several times, redesignated under different names and participated in other combat missions including the Korean Conflict and Vietnam. Today the squadron's mission is to train F/A-18 Replacement Pilots to support fleet commitments. All associated with the Military Aviation Museum are proud and honored to have been chosen as the site for VFA 106 special occasion. We thank you all for what you do to defend our country!!

Upcoming Events

Wings and Wheels
August 28th
8:00am - 4:00pm

The Tidewater Region AACA invites you to view over 200 Antique, Classic, Modified and Special Interest Automobiles. General Admission is \$10 per vehicle and covers all vehicle occupants and includes:

- Access to the Military Aviation Museum (Normally \$10 per adult)
- An opportunity to view a large display of fine vintage and modified automobiles
- Automotive parts flea market
- Food Concessions

Second Annual Radio Controlled Warbirds Over the Beach
September 11th & 12th
8:00am - 4:00pm

Second Annual Radio Controlled Warbirds Over the Beach competition-Come on out see these radio controlled warbirds of all sizes flying and have lunch with Zook's BBQ.

Speaker & Flight Demo
September 11th
11:00am

Speaker and Flight Demo: Robert Cinibulk, former USAAF WWII B17 Flight Engineer and Gunner will speak about his experiences. Flight demo to follow.

Biplanes and Zeppelins
September 25th & 26th

Biplanes and Zeppelins – See article on page 1 “21st Century World War I Air Show” for details.

Halos and Heroes
October 2nd
4:00pm - 8:30pm

Don't miss this fabulous celebration to help support Air Compassion for Veterans featuring fresh off the Broadway Stage, Christine Pedi

Each ticket includes:

- Professional Broadway Cabaret show
- Dinner and Dance Music by the Grace Street Quartet
- Feast on Trader Joe's unique variety of International Cuisine
- Enjoy a complimentary glass of beer or fine wine - additional drinks may be purchased
 - Vintage “warplane” flight demonstrations
 - Honors Ceremony for Wounded Warriors
- Silent Auction with prizes such as Warbird, helicopter, Angel Flight rides and more...

Ticket Prices:

First 200 tickets sold will get a raffle ticket for \$500 worth of prizes!

Military/veterans: \$45/each * Civilians: \$65/each

VIP individual: \$100/each

Reserved VIP Table for eight: \$1,000 includes 8 VIP tickets

Tickets are limited and will NOT be available on site

Call (757)- 271-2289 for tickets or information Air Compassion for Veterans



Delegate Barry Knight Fundraiser
October 3rd

A fundraising event for 81st District Delegate Barry D. Knight.

Military Family Festival
October 16th

A regional family entertainment and appreciation day combined with a resource fair for all military I.D. card holder families. Event will feature a vintage air show, information booths, music, food, small activities/games for children, bounce house area, live animal display, vintage car show, and more.

To plan an event at MAM contact Debi Ernest, Event Coordinator at events@aviationmuseum.us

New Building Update

A bird's eye view of the new building being erected at the Museum and airport site. Four of the planned five building are now under construction and are coming on in leaps and bounds. The large gray building awaiting its roof is the 16,000 sq. ft. Fighter Factory's maintenance hangar which will allow guests on tour to view the planes as they are maintained. The next two buildings under construction will be the 15,000 sq. ft. period WWI hangar and the 10,000 sq. ft. 1939 German Cottbus hangar which originated from Berlin. □



In Memoriam

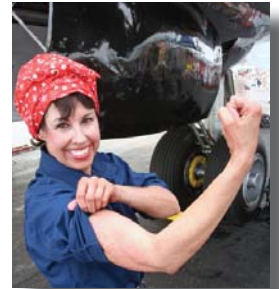
James (Jim) W. Holmes Sr, at the age of 83 passed away on May 24th 2010. Jim, an avid supporter and docent of the museum, will be sadly missed. Jim led a full life; he was a Navy bombardier during World War II flying in the PBY Catalina, attended Northwestern University, had his own advertising agency, raced go-karts and traveled extensively in his retirement. Jim one of our founder docents was a regular Sunday tour guide at the museum and participant in the Virginian Beach Veterans Parade. Our sympathy goes out to his wife Peggy and family on their loss. ☐



Jim Holmes with the PBY Catalina

It was with great sadness we heard of the passing of Cherie McClung in June 2010. Many of our members and volunteers would know Cherie from her roll as “Rosie the Riveter” an amazing character with a life full of fun and adventure.

Cherie McClung was a Public Affairs Officer with the U.S. Government. Possessing a true love and appreciation of America’s WWII generation, she offered a unique insight into the contributions of women in the war effort. In original clothing and uniforms of the WWII era, she displayed an accurate portrayal of women in that period. During the museum’s program, she provided a special tribute to the American icon, Rosie the Riveter. She participated in many community programs as well as aboard the John Brown Liberty Ship in Baltimore and at the Armed Forces Retirement Home in the Nation’s Capital. Cherie was a model for the National WWII Memorial where her image was used to create the sculptor’s vision of women in the U.S. Armed Forces and of women factory workers in various bas reliefs located on the east and west ceremonial walls of the memorial.



Cherie McClung as Rosie the Riveter.

Cherie asked that we celebrate her life rather than mourn her death. ☐

CURRENT RESIDENT

9:00 AM - 5:00 PM
OPEN DAILY

(757) 721-PROP

1341 PRINCESS ANNE ROAD
VIRGINIA BEACH, VA 23457

MEMBERSHIP NEWSLETTER FOR
THE MILITARY AVIATION MUSEUM

