

# PROP NOISE

The Membership Newsletter for The Military Aviation Museum

Winter 2010



Volume 3, Issue 1

**Military Aviation Museum**

[www.MilitaryAviationMuseum.org](http://www.MilitaryAviationMuseum.org)

**Virginia Beach Airport**

[www.VBairport.com](http://www.VBairport.com)

**Fighter Factory**

[www.FighterFactory.com](http://www.FighterFactory.com)

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## Warbirds Are Getting Warmed Up for Airshow

by RR "Boom" Powell

Restoring and maintaining old warbirds is a difficult endeavor. The airplanes are old, parts are hard to come by. Even with the talented crew at The Fighter Factory, keeping warbirds airworthy is not a sure thing. All of which is a preamble to what you can anticipate for the big Warbirds Over the Beach event in May. The plan is to introduce four exciting new acquisitions to the museum, but there are no guarantees.



*Fi 156 Storch (Stork)*

The Fieseler Fi 156 Storch (Stork) has been undergoing restoration at the Fighter Factory and should be ready to go as soon as the staff pilots fight out who gets to fly it. The Storch was the Luftwaffe's ubiquitous liaison aircraft with short takeoff and land (STOL) qualities that rival a helicopter's. Besides being Feldmarschall Rommel's favored method of moving around the battlefields of North Africa, the Storch gained fame as the aircraft which lifted Mussolini off an Alpine mountain and landed on a Berlin street piloted by the head of the Luftwaffe, von Greim, and aviatrix Hannah Reitsch for a last meeting with Hitler in his bunker.

Another aircraft used by the Luftwaffe is a Ju 52, fondly called "Tante Ju", about to be flown up from Texas. Distinctive with three engines and corrugated skin, the Ju 52 was the German equivalent of the DC-3 and was in European airline service before becoming a military transport.

*Continued on page 2*

## Annual Warbirds Over the Beach Airshow

On May 21st through May 23rd, the Military Aviation Museum is hosting their 2nd annual Warbirds Over the Beach Airshow.

The Museum owns and displays dozens of aircraft from the 1940s and earlier, which are all meticulously restored to flying condition. Plus, dozens more aircraft will be on display from other museums and personal collections from all around the country.

- Watch many of our Warbirds fly overhead.
- Visit the re-enactor encampments.
- Interact with Allies, Axis and friendly troops.
- See vehicles, armor and artillery demonstrations.
- Shop our vendors and military flea market.
- Meet distinguished veterans from World War II.
- Schedule yourself a ride in World War II Aircraft.

Join us on that weekend for a trip back in time to those memorable days of the World War II era. A time

from the first half of the last century when everything was much simpler, and everyone knew right from wrong and good from evil. Experience an era when our country engaged an adversary that was clearly defined and easy to confront.

Travel to the warmth of Virginia Beach, alongside the bright shine of the Atlantic shoreline, where German submarines hunted merchant ships in the Gulfstream waters. Look up in the sky,



*The American Belles, a tribute the Andrew Sisters*

*Continued on page 3*

*Warmed Up... Continued from page 1*



*Ju 52 aka "Tante Ju"*



*WWI Avro 504*

There's already a WWI Avro 504 in the museum, but it was built for display only (It does have a realistic rotary engine where the cylinders swing around with the propeller.) A flyable replica is on its way from Argentina and should join the Fokker DR1 Triplane for the airshow. Besides the static 504, the Fokker D-VII, and another DR1 at the museum, a Halberstadt Cl-II (OK, so it's not full scale and has an inappropriate engine) stored at the Suffolk Airport and might make up a three plane formation of Great War aeroplanes.

A noteworthy addition to the civil airplanes (Waco and Bücker Jungmeister) at the museum is a DeHavilland DH-89 Dragon Rapide which has been completely rebuilt in New Zealand and should be shipped, reassembled, and test flown in time for the airshow. Although, many Rapides



*DeHavilland DH-89 Dragon Rapide*

(nom de guerre Dominie) were used by the RAF, this was the model used as the personal transport for HRH Prince of Wales in the late 1930's. It been repainted in the original royal blue and red scheme.

The actual show will have groupings of trainers, bombers, and fighters as last year in formation and doing fly pasts, but there will be flying throughout the day of various airplanes. Our goal is to always have something interesting in the sky. □

## Hangars Sprouting Up from the Farmland

In 2008, the Virginia Beach Airport and Military Aviation Museum approached the city to add several additional structures needed for the growing collection of historic airplanes. There was already one museum hangar building completed in 2006, but that was now full, with no spare room for the many aircraft that continued to arrive.

However, even more pressing were the maintenance concerns for when an airplane was in need of repairs. The mechanics continued to operate out of the related Fighter Factory hangar housed at the Suffolk Municipal Airport, over 30 miles away to the west. If an aircraft had a maintenance problem, it had to be temporarily jury-rigged to fly across three cities to have the dedicated staff repair the problems. In some extreme cases, the airplane had to be moved there on a flat bed truck. This was a problem that needed to be corrected.

The city council of Virginia Beach agreed and in January 2009, granted the museum permission to add some much needed buildings. The first three have recently commenced construction, but somewhat slowly because of the excessive rain and several nor'easters that have pounded the city.

### Maintenance Buildings

The restoration and maintenance arm of the museum is called the Fighter Factory and

was created in 1996 to restore one of the first aircraft in the collection. This was the Curtiss P-40E that now proudly flies with Flying Tiger's markings. This all began in a small mini warehouse across the back road of the Norfolk Airport. Today, this team of craftsmen is led by an IA Inspector and a dozen full time aircraft mechanics, who are all paid staff and not volunteers. The maintenance hangar in Suffolk is 12,000 square feet in size and has two additional hangars, stuffed full of historic aircraft. If you have not yet seen this, it is an experience well worth the drive. It is open to the public, but only visit on weekdays, as these employees do not work on the weekends.

The new Fighter Factory maintenance hangar being built at the Virginia Beach Airport is designed to be 16,000 sq. ft. in size, to include a 10,000 sq. ft. of open repair hangar, workshops, parts storage rooms, small paint room, offices, and a visitor entry area for guests coming to tour and marvel at how these aircraft are brought back to life.

The original building design came from a hangar

constructed of stone in Waukesha County, Wisconsin, at the Waukesha County Airport in 1937. It was a prewar design and similar to what many first hangars looked like during these early days of aviation. In 1995, the original stone hangar was redrawn by a local architect and then disassembled to be moved to Popular Grove Airport in Illinois, where it sits today as home to the Wings and Wheels Museum. The new Virginia Beach Airport maintenance hangar will be erected using this exact same 1937 design. It will also have an equal size concrete tarmac in front of the hangar doors facing the crosswind runway/taxi-way and setting sun towards the west.

*Continued on page 3*



*The building style for the new maintenance hangar at the Virginia Beach Airport*

# Planes and Trains: Model Trains Mix with Real Size Airplanes

by Steve Prescott

The weekend of November 27-29 saw a new type of event at the Military Aviation Museum. The Tidewater Division of Model Railroaders set up train displays among the planes. The following module groups participated: Atlantic Coast S Gauge Association, South Hampton Roads N-trak Club, Tidewater O Gauge Association (TOGA), Hampton Roads Lego User Group, and Great Lakes & Southeast (HO scale).

The groups were set-up beside the FG-1D Corsair and under the wings of the PBY Catalina, it looked great. Museum guests were amazed at what you can create with Lego's, even trains that run. Everyone had a great time at the S gauge modules where you could push buttons to make oil wells work, kits

fly, carnival rides go round and round and whistles blow. On that Saturday children and adults could hear the radio transmission of an incoming flight. A special guest appearance was made by Santa as he arrived in the Stearman, a yellow bi-plane. As he disembarked, he greeted everyone



Santa coming in on his "sleigh", the Stearman

with a hearty laugh and was chauffeured into the hangar in the museum's WWII military jeep. Once in the hangar, hundreds of children lined up to sit beside Santa in the jeep and tell him their Christmas wishes. Everyone got into the spirit of the holidays and the donations were generous to "Toys For Tots", as the Marines collected a total of \$1,522 and 88 toys for the organization. It was a fun family weekend. Next year's Trains and Planes will once again happen the three days after Thanksgiving and Santa promised to fly-in on both Saturday and Sunday!

Thank you to Sharon Prescott for sharing the taking the photographs used in this article. □

## Airshow... Continued from page 1

where you will see fighters and bombers of our armed forces patrol the countryside to protect our homeland from the Axis forces.

You will experience all this and more during the weekend before Memorial Day with hundreds of re-enactors, actual warplanes of these times, and entertainment reminiscent of the 1940s. Visit with us to experience a romantic and by-gone era of a time long gone, but fondly remembered.

Live entertainment begins on Saturday and Sunday mornings at 10:00 am. It ends at 10:00 pm on Saturday and at 5:00 pm on Sunday.

- American Tribute to the Andrew Sisters.
- Abbott and Costello on Stage
- Theresa Eamon Sings Favorites from the 40s.
- Metro Band and Symphonic Artistry
- Tribute to Frank Sinatra Impression
- Silver Slippers Tap Dance Routine
- Saturday Evening Hangar Dance

**Your Saturday or  
Weekend Combo ticket includes  
admission into the Saturday  
Evening Hangar Dance with Glenn  
Miller-Style Swing Band.**

**Come dressed in uniforms and  
vintage clothing.**

## New Hangars... Continued from page 2

### Warehouse

The museum has three packed warehouses secreted away in the local community, full of disassembled airplanes, engines and a vast collection of spare parts, necessary to keep these airplanes safe to fly. We are constructing the first of three 10,000 sq. ft. warehouses across the driveway from the maintenance facility. The first storage building will also be able to house the museum's open top double decker bus and keep it dry from the winter weather. The building is metal clad, but will be painted in green and brown camouflage markings, so often used during the Second World War.

### World War One Hangar

The museum's growing collection of historic airplanes is including many more wood and fabric aircraft from the First World War. In order to house them, Steve Atkin, noted architect in the United Kingdom, is going to research and design a World War One era hangar as might have been found near the front lines of the fighting. The obvious problem with this is that the airplane first flew in 1903 at nearby Kitty Hawk, NC. The start of The War to End All Wars was in 1911, just eight years later and hangar design had lagged even behind the design of the flimsy observation planes struggling into the air.

Hangars were not common and when built, they were often similar to wooden barns with open fronts and no doors. Bessaneau hangars were even less sturdy as bowed framework built of wood and walls covered in canvas. Obviously, neither of these would be ideal for hurricane prone Virginia Beach.

The design is a 15,000 sq. ft. hangar built in three bay sections and fabricated completely out of wood. The truss frame structure is common to how large barns were built at the start of the last century. The roof will be tin and the big wooden hangar doors need to be manually pushed to open and close. Approximately a dozen bright and colorful multi-winged airplanes will fit into this building to be built next door to the maintenance hangar. Pulling the light weight planes out the front entrance will allow them to be parked on the grass and permit the building to be used for small functions and gatherings.

It is scheduled for all three of these new additions to be completed by the end of the summer 2010, but first it has to stop raining. Then two original buildings from the Second World War that were disassembled in Europe and are already here in storage and waiting to be added. Think of it somewhat like London Bridge, which was relocated to Arizona. □

# The WWI Aircraft, the Avro 504K

by Felix Usis

The word REPLICAs can be a dirty word to some. But when it comes to aircraft made of wood and canvas, it means the difference between seeing an original as static display, dying in some building, or actually hearing the sounds and smelling the aromas as you experience the thrill of early aeroplane flight.

In this case, it is the latter as the Military Aviation Museum has some of these replicas. The latest arrival, an Avro 504K, is just one in the growing number of 'Great War' (World War I) airworthy aircraft at the museum. Our Avro 504K is beautifully crafted replica built by Pur Sang, an Argentinean company better known for rebuilding and making replicas of vintage Bugatti cars.

The first of two Avro 504Ks to arrive from Pur Sang is for static display only, and is hung in the northeast corner of the Army Hangar. The second that is to arrive shortly will be a fully airworthy with a new Rotec radial engine.

The museum will be displaying and flying these aircraft along with many other airworthy museum aircraft during the 'Great War' air show / fly-in called "Bi-planes and Zeppelins" on 25 / 26 September 2010.

Alliot Vernon Roe founded A.V. Roe and Company, Ltd., with his brother Humphrey in 1910. Of the company's early planes, the Avro 504 was the most successful. The characteristic that made the Avro 504 bi-plane instantly identifiable was the skid between its wheels. The purpose of the skid was to protect the propeller if the plane should land with its tail too high.

The original Avro 504 was designed in 1912 and it was decided to introduce this aircraft to the aviation scene by entering it in the second Aerial Derby, which was scheduled for 20 September 1913, to gain as much interest and free publicity as possible. It was built behind closed doors and it was seen in public for the first time when flew to Hendon to take part in the race. It was perhaps something of an anticlimax that it did not win. It came in fourth at an average speed of just over 66.5 mph. But this was a considerable achievement for an

aircraft first flown only two days before the derby started.

Early 504s had a clocked speed of 80.9 mph with a stall speed of 43 mph. The aircraft also established a new British altitude record of 15,000 feet breaking the old record of 13,140 feet on 4 February 1914.

Small numbers were purchased both by the Royal Flying Corps (RFC) and the Royal Naval Air Service (RNAS) prior to the start of the 'Great War', and were taken to France when the war started. On 22 August 1914, an RFC Avro 504 was the first British airplane to be brought down by the enemy. It was shot down by infantry fire in Belgium, and may have provided the Germans with the first positive evidence that British forces were in the war against them.

The RNAS used four Avro 504s to form a special flight in order to bomb the Zeppelin works at Friedrichshafen on the shores of Lake Constance. They set out from Belfort in northeastern France on 21 November 1914, carrying four 20 lb. bombs each. The first three got airborne, the last broke a tail skip and was unable to take off for the raid. The raid was successful, with several direct hits on the airship sheds and destroying the hydrogen plant. On the return leg back to base, one of the aircraft was shot down and its pilot nearly lynched after crashing.

However, the Avro 504 was not a successful combat aircraft and was withdrawn from the Western Front at the end of 1914. It came into its own as a trainer, with major production types being the 504J and 504K. In July 1918, 52 Le Rhône-powered 504Ks were purchased by the United States for the use of the American Expeditionary Force (AEF) as trainers. By the conclusion of the 'Great War' in 1918, 8,340 Avro 504s had been produced.

Following the end of the war, the type continued in service as the standard trainer of the RAF. In September 1921, the 504Js were declared obsolete, but the 504Ks carried on for many years. Large numbers of surplus aircraft became available for sale, for civil



Avro 504K, a 'Great War' (World War I) aircraft

use. More than 300 504Ks were placed on the civil register in Britain. These aircraft were being used for training, pleasure flying and banner towing. Civilian Avro 504s continued flying in large numbers well into the 1930s.

In 1925, Avro introduced the improved, redesigned, radial engine 504N. The new engine powered aircraft was selected by the RAF to replace the older 504Ks. There were 592 built between 1925 and 1932, to equip RAF training schools. The 504N was also exported to the militaries of Belgium, Brazil, Chile, Denmark, Greece, Thailand and South Africa, with licensed production taking place in Denmark, Belgium, Canada and Japan.

Production, which began in 1913, ended in 1932, and down through the years the Avros gave long and faithful service, having acquired an astonishing variety of engines with the passage of time.

In 1918, a new Avro 504K airframe less the engine and instruments, cost £868 19s (that is 868 English Pounds Sterling 19 shillings or about US\$ 4,340); a 100 hp Gnône engine cost £696; a 110 hp le Rhône engine cost £771 10s; and a 130 hp Charget engine £907 10s. The English Pound Sterling (£) was equal to about 5 US Dollars (US\$) at the time. But today the cost is just a little higher. □

## The Prince and the Dragon

The de Havilland DH.89 Dragon Rapide was a British passenger airliner of the 1930's. Designed by the de Havilland company in late 1933, it became the most successful British built commercial passenger aircraft of that decade. The prototype flew in April 1934 and over two hundred had been built for owners before the outbreak of World War II. At the start of the war, many Rapides were requisitioned by the British armed forces and served as the de Havilland Dominie. They were used for passenger duties and radio navigation training. Total production rose to 734 with many survivors entering commercial service after the war.

This particular Dragon Rapide was restored in 2010 in the markings of aircraft G-ADDD as used by HRH King Edward VIII. The aircraft originally was manufactured by the de Havilland Company in 1944 and registered as G-AKPA. It was used by



*Military Aviation Museum's de Havilland Rapide in civilian markings while being refueled somewhere in the United Kingdom*

the British government during the Second World War (RAF Serial HG724) and sold as a group of dilapidated parts in 1946 to Charles Callendi and his brother-in-law, Bill Lyle, who were trying to start their own airline company.

The aircraft was completely rebuilt and professional "dope girls" (as they were known in those days) did the fabric sewing and doping during their spare weekends off. In the summer of 1948, the company established an office in Croydon, England, under the name of Newman Airways to offer flights from Croydon to the Channel Islands. When they failed to obtain a newspaper hauling contract that next year, it was decided to soon close Newman Airways. The aircraft continued doing some charter flights until it was sold in 1951 to the Mid-

land Metal Spinning Ltd. in Wolverhampton. Thereafter, the plane was sold to a firm in Ireland, then France, and finally to the United States in 1972.

George V became King of England in 1910 after the death of his father, King Edward VII. He had four sons of which Edward and Albert were first in successive line for the throne. Edward the oldest became the Prince of Wales and heir apparent to become King upon the eventual passing away of his father.

In the First World War, Prince Edward served near the front lines. He undertook his first military flight in 1918 and later gained his pilot's license. Prince Edward, the young and handsome Prince of Wales was known as the flamboyant playboy that had many affairs with the ladies of the Royal Court.

In 1931, he first met Wallis Simpson, a Philadelphia socialite married to a shipping executive of English and American descent. A few years later in 1934 she separated from her American husband and became his mistress.

In 1935, Prince Edward ordered the purchase of a de Havilland DH-89 Dragon Rapide, specially built for himself and painted in the bright Red and Blue colors of the Royal Guards. It was used for official trips and travel to the numerous royal family homes. The aircraft was outfitted with six comfortable chairs with the Prince of Wales feathered crest embossed on the back of each red leather seat, and was equipped with Marconi radio wireless equipment.

On the night of January 20, 1936, King George V passed away and Prince Edward, former Prince of Wales, was immediately installed as King Edward VIII of the Royal Empire. King Edward became the first English monarch to fly in an aircraft when he traveled from Sandringham to London for his Accession Council. The romance between King Edward and Wal-

lis Simpson continued, but was not made public, because of her position as a divorcée. They traveled to the quiet family homes of the Royal family and most likely even used the Royal Dragon Rapide for such getaway jaunts. However, marriage was impossible for the new King of England and his beautiful young American divorcee.

On December 11, 1936, King Edward shocked the world with the announcement of his intention to abdicate the throne and give up his crown in order to "marry the woman I love." His brother Albert, then al-



*His Royal Highness, Prince Edward, the Prince of Wales, disembarks from his Dragon Rapide (G-ADDD)*

ready Duke of York, became King George VI, the new King of England. They moved into Buckingham Palace with their two daughters Elizabeth and Margaret. It continued this way through World War Two, until 1952 when King George VI passed away and Princess Elizabeth rose to the position as Queen Elizabeth II, and Royal leader of all of England and the Common-

*Continued on page 6*



*High speed engine test at Ardmore Airport in Auckland, New Zealand, this past January*

## Hangar Happenings

### Grapes, Glamour and Glory

The Military Aviation Museum will be having its first wine tasting event on Saturday, March 20th from 12pm-5pm. Six to eight wineries from Virginia and North Carolina will offer samplings of their wines. Guests will be able to purchase the wines they like best. There will be food samplings and one of the highlights of the event will be a Retrospective Fashion Show brought to you by Echoes of Time. Models will show the different styles from the 1880's to the 1980's! It will all take place in a hangar amongst some of the museum fighter planes. Tickets are \$20 in advance and \$25 at the door and may be purchased online at [www.MilitaryAviationMuseum.org](http://www.MilitaryAviationMuseum.org) or at the museum. Sponsoring the event is Harbourway Assisted Living and Echoes of Time.

### Banquets, Weddings, Reunions and Meetings

The Military Aviation Museum has been a place for many group and individual events. We see return visits because of the unique venue and we work hard to ensure our guests have a good time. We are thrilled to see groups return like the Virginia Beach Crime Solvers for their annual Pig Pickin in June. The National Wild Turkey Federation will once again have their annual banquet at the museum on Friday, March 26th. Thank you to all who have let us host their special occasion, the dollars go towards preserving a part of history.

For information on booking your event contact Debi Ernest, Event Coordinator at (757) 721-7767 or email [events@aviationmuseum.us](mailto:events@aviationmuseum.us)



### *Prince and Dragon... Continued from page 5*

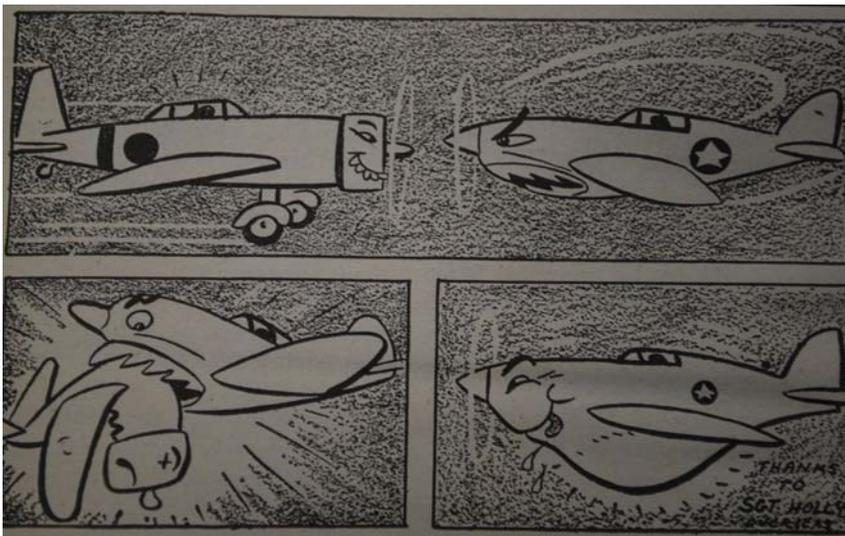
wealth. She had married Prince Philip in 1947 and had a son, Prince Charles, the Prince of Wales, and planned successor to the throne. He, of course, married Princess Diana, who eventually divorced him, but died in a tragic automobile accident in an underpass in Paris.

King Edward VIII became the Duke of Windsor after his abdication and during World War Two, he governed the Bahamas with his wife Wallis, Duchess of Windsor. He passed away in Paris, France, in 1972 at the age of 77 and his wife followed him in death 14 years later.

Our Dragon Rapide is painted in the royal colors of the Kings Guards. The registration of the plane is G-ADDD, as the King favored double letters like these. Inside the aircraft, it is plush and eloquently designed, fit for a king. On the back of the seats are the feathered bloom symbol for the crest from the Prince of Wales.

This recreation of the Royal Dragon Rapide first owned and flown by the British Royal family in 1937 is dedicated to the union of the two countries with the marriage of the former King of England to a commoner from Philadelphia. Just imagine what it must have been like during this era of English history, all before the Second World War.

The Rapide is currently undergoing final testing in Auckland, New Zealand, where it is being rebuilt and restored. It is scheduled to do its first flight since 1994, before the end of this month. It will then have its first public outing and premier display at the Wanaka Airshow on Easter weekend on the South Island of New Zealand. Thereafter, it will be carefully disassembled, packed in a container, and shipped here to Virginia. It is hoped to be flown and displayed at the Warbirds Over the Beach Airshow on the weekend of May 22/23rd. To see some recent video, check out [www.youtube.com/watch?v=j7gyJ7OS8-Y](http://www.youtube.com/watch?v=j7gyJ7OS8-Y) □



“Taken from the Tale Spinners Newsletter September 1943” cartoonist Sgt Holly

## Upcoming Events

**April 17th - Docent Training,** come and learn how to be a museum docent with a museum historical overview, learn policies and procedures and communication skills with guests.

## Aviation Veterans Share Their Experiences

by Ed Dillingham

Every month, the Military Aviation Museum has the honor to host WWII aviation veterans who delight museum guests with stories of their experiences during the war. The Spring '10 series of speaking events promises to be even more exciting, with 6 of these special seminars through April.

In February, the museum hosts the first of three "double features" where there will be

two speaking events per month. The museum's first special guest is retired Major Herb Horst, who will discuss his missions over Japan as a B-29 navigator. On February 27th, the museum is honored to host retired Chief Master Sergeant Grant Williams, an original Tuskegee Airman, who along with other Tuskegee Airmen, will discuss their experiences during the social changes of the Air Force during WWII.

In March, the museum will host a special salute to women in the armed forces during WWII. The March 13th event will host several original WAC's and WAVES whose honorable service during the war did much to contribute to victory. Our March 27th event features retired Navy Commander Louis Cobb who flew F6F Hellcats from the aircraft carrier Yorktown during the middle stages of WWII.

Veteran's exciting speaking events continue throughout April. On the 10th, the museum is delighted to host our favorite B-25 pilot and story teller extraordinaire, Air Force Col.

Don Wagner. Col Wagner flew 47 combat missions in a B-25 similar to the museum's, and will discuss his ground attack missions as a member of the 500th Bomb Squadron in the Pacific theater. The Battle of Britain is the subject of our April 24th event. RAF veteran Stan Hubbard will be onboard to host the event that discusses how the RAF prevailed during the onslaught of the Luftwaffe during the summer of 1940.

The Military Aviation Museum is honored to host these special guests, and invite all our members to attend these events to learn more about the crucial aviation events of WWII. □



*Air Force Col. Don Wagner*

## The MAM Library and Crew

Just like the Warbirds, books and libraries need maintaining. Since the library began in 2008, Joel and Marcia Hart have been the MAM library crew. Marcia is employed by the City of Virginia Beach with the library department. Joel (Marcia's son) is an amateur historian who has studied WWII for years.

Starting with an empty room and a heap of boxed books, the library has progressed. Currently the library has almost 1000 books that have been processed (cleaned, repaired, stamped, scanned, labeled, added to the catalog and filed on the shelves). Also in the collection are approximately 1,500 periodicals that are being inventoried and entered into our catalog. Recent acquisitions will almost double the number of books in the library. More shelves will soon be added to hold this bounty of historical aircraft information related to prop planes. The various colored labels on the books, denote different categories the books have been divided into, such as country and subject.

Be sure to check out the library link on the MAM homepage ([www.militaryaviation-museum.org](http://www.militaryaviation-museum.org)). When you do, you will be taken to the MAM's part of the website-librarything.com. This is where Marcia and Joel catalog the materials in the collection. This site uses the Library of Congress and Amazon as well as several other sources to make sure the correct volume information is added to the collection.

Currently, only docents, volunteers and museum staff are used the books on-site. We hope to have a formalized borrowing procedure in place soon that will be open to museum members. Our goal is to make the library a

resource for researchers, students of history as well as a reference tool for the museum and The Fighter Factory.

When you see the door open, stop by and take a look at the progress. You may find Marcia and Joel hard at work making the library a first-class part of the Military Aviation Museum! □



*Joel Hart and his mom, Marcia, have been taking care of the library since it began in 2008*

## Original Warbirds Over the Beach Artwork is on the Way

The Military Aviation Museum's gift store will soon feature limited edition prints of the original artwork showcased on our posters for both the 2009 and 2010 Warbirds Over The Beach shows by local Virginia Beach artist Alan Hailston. The illustrations Alan created were produced in a unique 2-step process. The first step involved a highly detailed black & white ball point pen rendering of the aircraft

followed with a watercolor overlay. Printing is now underway of both the original B&W and color versions of his unique artwork. "It was an honor for me to have this opportunity and I'm pleased to now be able to share this artwork with others", says Alan. This is a first-time ever release of his highly collectible prints. They will be available for sale in the museum's gift store soon. □



## Museum on Display at Norfolk Airport

If you happen to travel down concourse "A" at Norfolk International Airport between January and April check out the Museum's display cabinets.

The three display cases show examples of period clothing, aviation and survival equipment along with models of the museum's planes. Two of the cases depict the Pacific and European theaters and the third case displays a selection of archive items relating to the Virginia Beach area, photographically recording the navel airfields of Oceana, Pungo and Creeds. There are photos of President George H. W. Bush piloting his TBM Avengers at Creeds airfield. Also on display, is an original German "Enigma" encryption machine along with a U-boat diorama, showing how this contributed along with research and documentation to a number of historically significant shipwrecks tragically lost during World War II, including U.S. and British naval vessels and merchant marine vessels lost off the VA and NC coast. □



The museum display at Norfolk Airport

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

