

**Spring
2022**



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War Eagles Air Museum

**Vanessa Martinez
Museum Director**

**Eric Norway
Editor**

**Contributing this Month - Eric Norway
Richard Ondrovic**

What A Year!!

Hello, Patrons of the War Eagles Air Museum.

We are only five months into 2022 and it's already been a record-breaking year, covid or no covid!

On January 1st Vanessa Martinez assumed duties as Executive Director and Ringmaster of a new management staff. Vanessa is an El Paso native, an Army National Guard Military Intelligence Lieutenant and a Private Pilot.



Vanessa selected long time El Paso resident Dominique Clark as Marketing Director. What an incredibly positive impact Dominique has had on the museum! Dominique's strong graphic design background is readily apparent in the changes you've seen in the museum's social media posts and the monthly events she's produced this year, including the Valentine's Day Dinner, the High End Car Show, the Easter Celebration & Egg Hunt for kids, and the upcoming Art Gala & Auction on May 14th.

Andres Cabral is our new Operations Manager. Raised in El Paso, his impact is seen all around the aircraft and vehicles on display. Andres is an USAF combat veteran of Iraq and Afghanistan, a former teacher and holds a Masters' Degree in Education. He has already produced a curriculum of interactive Summer Camp Aviation Classes for the kids this year.

Clarissa Sanchez, another El Paso native and long-time museum employee, is the new Gift Shop Manager. Clarissa has a strong background in retail and has completely redesigned the gift shop into a larger and more open display center. Clarissa has a huge selection of gifts for birthdays, holidays and anyone interested in aviation.

EAA Chapter 1570 is still a strong presence and partner of the museum. The Chapter hosted a successful Young Eagles event at the museum in March with a huge turnout. The Chapter awarded another pilot training scholarship to local student Jazmine Anaya. Their generous Private Pilot Scholarship Program is so successful that EAA National Headquarters featured Chapter 1570 with a e-magazine article on March 17th, entitled "Quietly Producing Pilots". The article was very complimentary of the museum, and of Museum Board Members Mike McNamee and Mike Robinson, and retired Executive Director Bob Dockendorf.

We need to recognize a few people. First, kudos to employees David Lechuga and Ismael Romero for their good-natured wearing of the Easter Bunny costume to entertain the kids at the egg hunt! Brothers James and Peter Koch are featured volunteers in this issue; we hate to see them leave us as they finish high school, but both are off to very bright futures in military aviation. Huge thanks to Volunteer Richard Ondrovic, software engineer and an excellent photographer, who built a completely new website (www.wareaglesairmuseum.com) that volunteer Rick Tate has been building on since it's conception. Richard also produces quality photographs of people, cars and aircraft at museum events. A shout-out to Tomas Peralta, owner and Chief Flight Instructor of Red Arrow Flight Academy, for continued interest and assistance to the museum in many ways. Our unsung but

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War Eagle's Hawker Fury

Story by Eric Norway

Hawker Fury – Sea Fury FB Mk. XI
SN: WJ-231

When the Japanese entered World War II with a huge offensive invasion in the Pacific Theater in December 1941, Allied forces were initially ineffective against the momentum, particularly in air power. While the British Hurricanes and Spitfires were effective in European warfare, they simply didn't have the range required to control vast areas of the Pacific Ocean and its territories, nor were they well-matched against the nimble Japanese fighters.

The British Air Ministry issued a specification for a new fighter in mid-1942. It chose Hawker's design from several submitted, which was basically a lighter modified Tempest, and in January 1943 ordered six prototypes to evaluate. The Royal Navy (RN) was seeking a carrier-based fighter as well, and Hawker's engineers realized that the new aircraft could fit both roles with certain modifications. Hawker persuaded the Admiralty and Air Ministry's to adopt similar specifications, and in April 1944 the Royal Air Force (RAF) ordered 200 Hawker Fury fighters while the Admiralty ordered another 200 Sea Fury aircraft with folding wings, arrestor hook and catapult fittings.

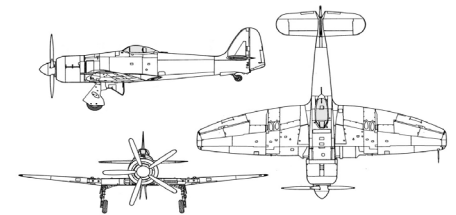
The Fury series was fitted with a Bristol Engine Company 3,272 cu in Centaurus engine, with an 18-cylinder, two-row design that eventually delivered over 3,000 hp. The Centaurus, one of the most powerful engines of World War II, was unusual by aircraft engine standards in that it used sleeve-type intake and exhaust valves; that is, a ported sleeve rotates between the cylinder and piston, the main advantage being a higher and more efficient air-fuel flow through the engine (link: <https://www.youtube.com/watch?v=lfS7XJZR2Ok>). The cylinder heads were indented and finned for cooling, but it was difficult to get air down into this hollow to adequately cool the head. A copper-chromium alloy



War Eagle's Hawker is actually a hybrid: a Fury that looks like a Sea Fury. The aircraft was first delivered to Iraq in Nov. 1949. It was sold in the 1970s before ending up in Australia in the colors of a Sea Fury of the Royal Australian Navy.

with higher thermal conductivity with sufficient high temperature strength improved cooling, enabling horsepower per cylinder to be raised from 110 hp to 220 hp.

The first Fury flew in September 1944, and prototypes were still undergoing tests when the Japanese surrendered in August 1945. The RAF immediately cancelled its Fury order and the RN cut its Sea Fury order in half. The first Sea Fury flew in January 1946, and the first production model, designated Sea Fury F Mk. X, flew on September 7, 1946. The RN approved the aircraft for carrier use in the spring of 1947, and Sea Furies were deployed to five Fleet Air Arm squadrons. The up-graded Mk. XI fighter-bomber came out in May 1948, and Hawker delivered a total of 615 of them. It was the Fleet Air Arm's primary single-seat fighter until 1953, when Hawker Sea Hawk jets took over. The RN deactivated its last operational Sea



Fury squadron in 1955. Meanwhile, Hawker exported the aircraft to Australia, Burma, Cuba, Egypt, Germany, Holland, Iraq and Pakistan. Ironically, Cuban Air Force Sea Furies fought against CIA-sponsored forces in the ill-fated invasion attempt at the Bay of Pigs in April 1961.

Although too late for World War II, Sea Furies operated extensively in the Korean War, flying off of the RN carriers HMS Glory, HMS Ocean and HMS Theseus, and from Australia's HMAS Sydney. Sea Furies usually teamed up with Fairey Fireflies on ground attack missions, occasionally making contact with North Korean fighters. RN Lieutenant Peter "Hoagy" Carmichael, flying a Sea Fury of 802 Squadron from HMS Ocean, was rumored to have shot down a North Korean MiG-15 jet fighter on August 9, 1952, which would have been the only "kill" by a British pilot flying a

Hawker Fury continued on page 3

Hawker Fury (Continued from page 2)



British aircraft during the Korean War. However, the MiG was last seen leaving the area under control, albeit slowly, and there are reasons to think other pilots in Carmichael's flight of four actually scored the hits that damaged but did not destroy the MiG. The event is officially unconfirmed.

Iraq was a great source of Sea Furies for warbird enthusiasts and air racers. Between 1947 and 1953, Iraq acquired 57 "de-navalized" Sea Furies that closely resembled RAF Furies. Not surprisingly, they were unofficially called Baghdad Furies. They served with Nos. 1, 4 and 7 Squadrons of the Iraqi Air Force. Some sources claim that despotic Iraqi leader Abdul-Karim Qassim used them in the early days of Iraq's genocide campaign against the Kurds in the northern part of the country. All were deactivated from service by the early 1960s and replaced by Hawker Hunters.

War Eagles Air Museum's WJ-231 Magnificent Obsession is a Baghdad Fury, delivered to Iraq in November

1949. After being retired from service, it was one of a batch of Furies purchased and shipped to Florida during the 1970s. Four of these ex-Iraqi Furies eventually made their way to Australian warbird collector Guido Zuccoli. WJ-231 later ended up in Queensland, Australia, in the hands of Ted Allen, who painted it in the colors of a Sea Fury of the Royal Australian Navy, including the black-and-white invasion stripes as worn by aircraft of the HMAS Sydney in the Korean War. Only a sharp eye can tell that it is actually a hybrid: a Fury that looks like a Sea Fury.

The aircraft first appears in the War Eagles Air Museum archives on June 8, 1984, when a logbook entry documents a major inspection by Darwin General Aviation Pty., Ltd, in Winnellie, Australia. Total Time then was 2,500 hours—how much of this time was accumulated in Iraqi Air Force service is unknown. On June 21, the Australian government issued a permit to fly, and the aircraft, with civil registration VH-



HFA, logged another 100 hours in Australian skies until her next inspection in August 1988. In October 1988, the aircraft was disassembled and shipped from Darwin, Australia, to Long Beach, California. There, in March 1989, Museum founder John MacGuire purchased it and had it reassembled. It first flew again in May 1988, and later flew in the Chino Air Show. War Eagles volunteers recall that the Fury arrived at Santa Teresa Airport in late 1989, piloted by John Mazzala. After a brief flyover for aerial photographs, Magnificent Obsession landed and joined the Museum's warbird lineup. 

My Recollections of JFK

Story by LTC John Van Nortwick

When the 50th anniversary of JFK's assassination approached, several members of my family asked about those times. So, here is what I remember.

I had been a Marine aviator since 1956, serving in helicopter squadrons in many parts of the world. I gained much experience and was considered to be qualified for assignment to Marine Helicopter Squadron One (HMX), the Presidential squadron.

Sonja and I were married in December 1960. Soon after we were transferred from MAG-26 squadron in North Carolina to HMX at Quantico, Virginia. Then, as now, HMX is the home of the "White Tops" (VIP helicopter paint scheme) known as "Marine One" when the President is on board. They were VH-34D's then, which evolved to VH-3D's and then to VH-60's, all Sikorsky Helicopter products. HMX shared the mission with the US Army at that time, but that would eventually change.

I served with HMX from March 1961 until August 1964. I was a Captain and worked in the S-4 shop (logistics), but my primary duty was as Squadron Pilot. I stood OPAL duty (Operation Alert) at Joint Station Anacostia-Bolling, made Presidential trips, and performed numerous missions in support of HMX's varied assignments. OPAL duty was associated with emergency evacuation of the President and key staff from the Washington, DC area in the event of an attack.

While I waited for my White House clearance to be finalized, my assignments included flying HMX support missions for other government agencies in the Washington, DC area. My pilot logbook shows that I started checking out in the SH-3 in August 1961, in anticipation of delivery of the new VH-3A in early 1962. I picked up one of the first ones from Sikorsky Helicopter on 11 May 1962.

An interesting event occurred on 26 May 1962. I was flying co-pilot with the



Marine One, above, at the White House in 1961. The First Lady, Jacqueline Kennedy and President Kennedy board Marine One. The president watches Marine One depart.



Commanding Officer, LtCol Ed Reed. It was a Saturday; we were scheduled to fly the President from the White House lawn to their family weekend retreat at Centerville, in the Virginia countryside that afternoon. That morning we flew Mrs. Kennedy and their children from the Pentagon Pad to Centerville. It was Mrs. Kennedy's first flight in the new VH-3A, and she had been alerted to the significance. Apparently feeling a need to comment on the new equipment, she, preceded by her very fragrant Chanel perfume, came forward between us and proclaimed, "This is such a wonderful swift new machine." Then she quickly turned and returned to her seat. Later that day we flew the President to



Centerville, my first contact with JFK. Many more would follow.

Those were historic times, of which I was privileged to be a witness. I will recount a few of the more interesting moments.

In August 1962 the President traveled to Boothbay Harbor, Maine, where he spent the weekend on the estate of prizefighter Gene Tunney. This property was located on an island in the harbor, and many of the President's close friends were with him for a weekend of relaxation. I was part of the "alert crew" at nearby Naval Air Station Brunswick. Early one morning we were sent down to Logan Airport in Boston to meet an

President Kennedy continued on page 5

President Kennedy (Continued from page 4)

American Airlines “red eye” from Los Angeles, to transport some unidentified passengers from Logan to Boothbay. This was back in the days before the telescoping jet-ways used today. Passengers deplaned via a metal stairway, and then walked across the ramp to the terminal. Logan Airport Ground Control advised us to park a short distance away, and our passengers would be escorted to the helicopter. Shortly, actor Peter Lawford and two very attractive ladies arrived and were escorted aboard. Unfortunately, Mr. Lawford was very drunk and threw up all over the interior of the President’s helicopter during the short trip north. The ladies were memorable, but I did not recognize them.

I continued my regular duties involving White House missions for several months through the time of the Cuban missile crises in October 1962. An event took place that I would like to forget. I was on OPAL duty at Anacostia on the morning after President Kennedy’s national Cuban Missile Crisis address. I was assigned co-pilot of a VH-34, and the alarm sounded. We hustled aboard, and the procedure was that I would start the engine from the left seat using the pilot’s side throttle on his collective while he strapped in. It was a clumsy and difficult operation, and that time I screwed it up. I oversped the engine, and we were not able to launch. Very embarrassing. Later that day I called Sonja, 35 miles south at Quantico and directly under the flight-path of any missiles fired from Cuba. I told her that if I called, she should grab our son John, jump into our Chevy, and head west fast.

There were some good times also. Flying the President and First Lady from the White House to Philadelphia for the Army-Navy game that year was one of them. Another was the time at Camp David, when the President and his young son John-John quietly got on board Marine One while it was



President Kennedy aboard Marine One. Below, both sides of the Presidential Helicopter Squadron HMX-1 Challenge Coin. All photos courtesy LTC John Van Nortwick (Retired),



shut down on the ramp. He wanted to instruct John-John on how to fly a helicopter. I followed them and asked if I could be of assistance. The President replied, “No thanks, Captain, we’re doing just fine.” He was always a very warm and friendly person. I also went on the Presidential trip to Costa Rica the following March and still have a photo of him walking off Marine One with me in the cockpit directly behind him.

The following months of 1963 passed with more trips, many to Otis AFB on



Cape Cod near the Kennedy compound at Hyannisport, and more alert duty at Anacostia. My final trip with President Kennedy was a long swing through the western states in September and October.

Then it was 22 November 1963. I will always remember that day. Commanding Officer LtCol Walt Sienko and other HMX Marines were in Florida, awaiting the arrival of the President from Dallas. I was on an alert crew at Anacostia. Our status was relaxed be-

President Kennedy continued on page 7

Volunteer Spotlight (The Koch Brothers)

Peter and James Koch are twin brothers of 17 years, born in Brooklyn, NY in 2004. James was born two minutes before Peter. It's unknown whether disputes are settled by brawn or seniority.

As young children their family moved to Glastonbury, CT (near Hartford) for about seven years, and then to Midland, TX for four years before arriving in El Paso, TX in 2018, where they attended Silva Magnet High School.

James and Peter are both very interested in aviation and the military as career choices. In 6th Grade they attended a Commemorative Air Force airshow in Midland, TX and were thrilled. In October of 2020 they became volunteers at the War Eagles Air Museum. The boys were too young to work by themselves or to even drive, so their mother provided transportation and then also became a volunteer. The three of them became a common sight around the museum where they worked hard to maintain the cleanliness of the facility, aircraft, vehicles and displays. They love the aircraft and history, and take pride in their efforts.

The boys saw a "Learn to Fly" sign in the museum posted by the Red Arrow Flight Academy at Santa Teresa Airport near the museum and took an introductory flight. They were hooked! One year later Peter and James earned their Private Pilot Licenses. James recalls that they had both soloed as pilots before they could drive a car. They find it humorous that their mom had to drive them to the airport so they could jump into separate airplanes to go fly by themselves. James and Peter still try to fly at least once a week to maintain their skill level, and each currently have about 70 hours of flight time.


Peter and James are motivated individuals in search of a military aviation career. Learning from their parents of opportunities to attend a military academy, the boys have focused upon making that their goal. They both are Straight-A students, participate in Track & Field sports at school, and have provided community service as volunteers



James and Peter Koch have been volunteers at War Eagles since Oct. 2020. Both have now completed their lessons with Red Arrow Flight Academy and have private pilot licenses.



at school, church, hospitals, animal shelters and at the museum. In addition, they both ride unicycles around their neighborhood; no doubt an interesting sight.

James and Peter are currently seniors at Silva High School, and have applied to the Air Force Academy, Coast Guard Academy, and the Merchant Marine Academy. The War Eagles Air Museum is proud to have submitted Letters of Recommendation to those academies and to United States Senators and Representatives towards that end. Peter and James Koch are both incredibly talented and intelligent young men with bright futures. We wish them Godspeed. 



President Kennedy (Continued from page 5)

cause the President was out of town, and I was at Quantico carrying out additional duties as a logistics officer. I was down the street from the squadron at the Air Station dispensary compiling a list of medical supplies in the event the entire squadron should be moved to an austere location. Sonja was on the golf course. Son John was in the base nursery. Son Doug was just an idea at the time.

Someone rushed into the dispensary shouting, "He's been shot!" The details unfolded slowly, and much confusion followed. I went back to the squadron and joined Dave Pirnie, the other HMX pilot on the crew. We were told to prepare to return to Anacostia, then told to stand down. Many changes followed. Take a white top. Take a "stake" (non-VIP UH-34D). Stand down again. Finally, we headed back up the river in a white top. Apparently, the continuous changes were a result of a White House request for a standard cargo helicopter to transport the President's casket

to Bethesda Naval Hospital. Eventually another HMX crew in a stake was stationed on the ramp at Andrews AFB for that mission. They never did that, however. At the last minute, Mrs. Kennedy insisted on accompanying the President, and she did not want to go by helicopter. They used the Navy ambulance seen in the now-famous photograph from that terrible scene at Andrews AFB.

The following morning, I was released from stand-by duty and returned to our quarters at Quantico. We watched all of the sad events as they occurred over the next few days on television with the rest of the nation. Several days later we finally got out and decided to play golf. We were walking off the 8th green at Quantico when someone ran by shouting, "Somebody just killed Oswald!"

I remember President Kennedy as a personable, friendly and polite man, who always had a pleasant greeting for those of us who worked for him. Mrs. Kennedy was a true lady. She sent

'Thank You' cards to everyone who, in her words, "helped" the President. I still have mine.

Years later, in late 1976, I may have been able to atone for my Cuban Missile Crises screwup. At that time, I was a LtCol assigned as Helicopter Plans and Programs Coordinator (AAP-24) in Division of Aviation, HQMC. Included in my duties was HMX Point of Contact. The White House determined that only one service, Marines or Army, would be assigned the White House mission. Both services had to defend their position. The Commandant of the Marine Corps, General Louis Wilson, assigned me the task of briefing and convincing the Assistant Secretary of Defense for Transportation that the Marines should be selected. I am certain my briefing was not the sole reason, but I did play a part. The Marines were selected. I have a copy of the memorandum from President Gerald Ford making it official.

I flew my last USMC flight in an HMX CH-53D, 157754, on 17 Feb 1976. 

LTC Van Nortwick recently shared his story for War Eagles and also provided a video for the ongoing Veterans Memorial Park Project that is being built adjacent to the museum. See the video and dive into the incredible story behind the inspiration for the H-34 helicopter, pictured below right, that will be displayed at the park. A QR code link to the video is provided below.



Happening around War Eagles

Photos by Richard Ondrovic

War Eagles has hosted a number of events including Spotted El Paso's Car Show that featured the museums F4U Corsair and the kid's Easter Egg Hunt.



Happening around War Eagles



Phantom Vettes Car Club stopped by the museum April 24. Who doesn't love an impromptu photo op with the museum's Tupolev TU-2 as a backdrop. Photo by Dominique Clark.

Charlie Overstreet represented best of War Eagles

Charles “Charlie” Overstreet passed away on February 3, 2022. Charlie was born in 1937 to Charles and Zelma Overstreet. Charlie’s dad was a Coast Guard officer and his earliest memories were of being at Coast Guard Air Stations all around the country, watching airplanes with his dad and younger brother Lane Overstreet. This inspired a lifelong passion for aviation and patriotism.

Upon graduation from the University of Miami, Charlie was commissioned a 2nd Lieutenant in the USAF. He entered pilot training at Big Spring, Texas where he met his future wife Mayre Sue. They married in the summer of 1961 when he finished B-47 Stratojet bomber training and was assigned to Forbes AFB, Kansas. While in Kansas, Charlie and Mayre Sue had two sons. The oldest Charles Overstreet, was born in the middle of the Cuban Missile Crises, Charlie had to take a couple of hours off nuclear alert to be at the hospital. James Overstreet was born just before leaving for B-52 Stratofortress bomber combat crew transition training at Castle AFB, California. In 1969 Charlie and his B-52 combat crew joined the fray in Vietnam flying 55 combat missions during Operation Arc Light. Upon returning from the South East Asia, Charlie left active duty service.

In 1971 the US Customs Service Sky Marshal program hired Charlie and in 1972 he gained a Special Agent/Pilot position in San Antonio, TX. He transferred to DEA in 1973 as one of the initial stand up cadre. With-in a couple of years he helped stand up the air branch supporting sensitive counter narcotics’ operation, sometimes doing things with airplanes that is generally frowned upon today. In 1985 he transferred to El Paso, retiring from




Longtime volunteer Charles “Charlie” Overstreet passed away Feb. 3. He initially trained in the B-47 Stratojet bomber, below, before flying 55 combat missions in the B-52 in Vietnam.



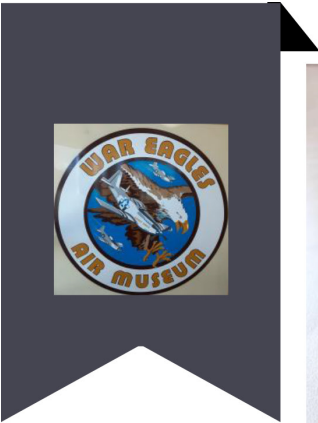
DEA in 1994.

Refusing to slow down, for 17 years Charlie taught as a substitute teacher at Coronado High School. After retiring from teaching Charlie became a volunteer at the War Eagles Air Museum. He just loved being around airplanes. Charlie enjoyed working with his colleagues on the War Eagle museum staff and as a docent for visiting students.

One of his most recent and pas-

sionate endeavors was honoring our Texas and New Mexico veterans through the organization and development of the Santa Teresa Veterans Memorial Park in Santa Teresa, New Mexico. He enjoyed hunting, skeet/trap shooting, cigars, and traveling around the world with his family and friends. Charlie was a member of Safari Club International and The Order of the Daedalians. 

In the Gift Shop



CELEBRATE MOM!

Pick up some unique gifts for Mom this Mother's Day.

Women of WWII gifts just arrived.



War Eagles has what you need for summer fun! We've stocked our shelves with gifts for the whole family.

Grab unique gifts for your graduate, Mom, and Dad.

Pick up attention-grabbing travel bags and accessories for your summer vacation.

Check out our Pilot's shop for instruction manuals and pilot supplies.



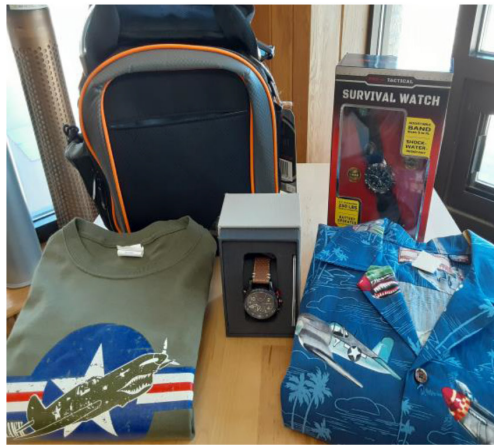
SCHOOL'S OUT!

Keep your kids entertained this summer with our selection of aviation themed STEM toys.

CELEBRATE DAD!

We have the perfect gifts for Dad!

New selection of AVI-8 watches just arrived!



Year (Continued from page 1)

steady volunteers like Gus, Elliott, Mario, Dan, George, Joe, Tim, Nick, Cliff, and Ed go quietly about their business of keeping the museum running. We couldn't function without them, and we are always looking for more volunteers. Please think about joining us by spending some quality time at the museum.


On a solemn note, we lost two fine people recently; Docent Buck McMillie and Board Member-Volunteer-Docent Manager Charlie Overstreet. Both were integral to our daily operations. We miss them greatly.

Another area of attention is the new county Veterans' Memorial Park being built next-door to the museum. While there is no official tie between the museum and the memorial park, museum staff and volunteers are heavily involved in this important cause. You may have recently seen the Sikorsky H-34 being

repaired at the museum, mostly by Volunteers Cliff Bossie and Terry Stewart. That helicopter was purchased by a Museum Board of Directors member and is being painted to reflect the Vietnam service of USMC Squadron HMM-363 and LtCol(ret) John Van Nortwick, a local veteran with an extraordinary service record. The Memorial is scheduled to be dedicated on November 11th, Veterans Day, of this year. You don't want to miss this event, and please check out a short video interview with Lt. Col Van Nortwick on the GoFundMe page for the memorial (Fundraiser for Priscila Gurrola by War Eagles Air Museum: Veteran's Memorial Park in Santa Teresa, NM (gofundme.com).

Folks, the museum is doing great. Better than great, actually. Visitor counts have spiked up well past any pre-covid norms. The April Car Show broke all at-

tendance records with more than 1700 participants and visitors in a six-hour period. We had 135 pre-registered vehicles on display, and more Ferraris and Lamborghinis in one spot than we have ever seen before. Museum staff and volunteers worked very hard that day. The Car Show and the romantic Valentine's Dinner are amazing examples of social media marketing in action, mostly thanks to our clever Marketing Director, Dominique. More events, dinners, shows and Summer Camp interactive classes for kids are already scheduled for this year.

Please come visit us in person and check out the new displays and gift shop. Introduce yourself to the new and old staff members and volunteers! Remember the Art Gala & Auction coming up on May 14th. Sign up today for a spot. You'll love it! 

What Membership Means

Are you a Museum member? If you are unsure, ask the gift shop staff to check the list. If you are NOT a member, please consider becoming one. We can always use your support in any amount you feel comfortable with. We now have over 300 paid members. Your membership will help accomplish our mission, earn the museum money, and more. In addition, becoming a Member will reinforce and demonstrate the pride that each of us has in your museum. There is definitely something to be said for *Pride in Ownership*.

Membership levels are as follows:

- ⇒ Individual - \$30.00 annually
- ⇒ Family - \$50.00 annually
- ⇒ Participating - \$100 annually
- ⇒ Supporting - \$500.00 annually
- ⇒ Benefactor - \$1,000.00 annually
- ⇒ Life - \$5,000.00 one time

Remember the common thread that runs throughout most of what we are doing, and that is that it all costs money.

Your support is our help!
You can help fund our operations and make a difference by becoming a member.

War Eagles Air Museum, a 501 c3 corporation, depends upon the support of it's members in order to perform its mission of procuring, restoring, and displaying historical aircraft and automobile for the educational benefit of visitors. We ask that you become a member. Your support makes a difference.

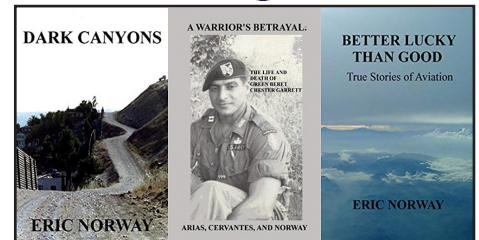
Please complete the information below for the category of membership you desire. Return by mail or delivery to:

War Eagles Air Museum Membership Coordinator 8012 Airport Road Santa Teresa, NM 88008		Membership Category
Name (Please print)	_____	Individual \$30
Street	_____	Family \$50
City	State _____ Zip _____	Participating \$100
Telephone (Optional)	_____	Supporting \$500
Fax (Optional)	_____	Benefactor \$1,000
		Life \$5,000

Our Mission
To collect, preserve and display historically significant military and civilian aircraft, ground vehicles, supporting equipment and artifacts and to educate, encourage and promote a greater understanding of their historical relevance.

WAR EAGLES AIR MUSEUM
8012 Airport Road
Santa Teresa, NM 88008
Phone: 575 589 2000

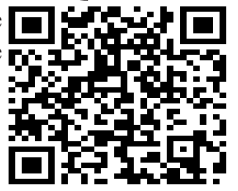
UNDER CONSTRUCTION
New Membership information coming soon



Books by Eric Norway available in the Museum Gift Shop

Virtual Tour QR Code

Scan this QR Code with your phone camera to access a virtual tour of **WAR EAGLES AIR MUSEUM**





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www.flyredarrow.com
(575) 589-0269
8063 Airport Rd
Santa Teresa, NM 88008
tperalta@flyredarrow.com