



Director's Message

Cindy Macha

Museum Staff Wishes Mike Ciminera All the Best



Mike (front row, center) will complete his term as President remotely for the remainder of 2026, operating from his new home in Denver, Colorado. While not physically present, he will still be part of the museum family and continue to participate from his new location. His aerospace achievements include a multitude of technical, professional and executive positions at Grumman and Northrop Grumman. We are all looking forward to a continued long and rewarding relationship.

YF-23A PAV-2 Spider

Museum Staff

Thanks to our Restoration Team for continually maintaining the YF-23A PAV-2 in tip-top shape. Bill Bagge-laar (ladder) and Tim Ufert (top) refreshed the aircraft's U.S. Air Force markings. The process requires precise stenciling and masking prior to painting. WMoF's YF-23A is a major attraction for worldwide visitors who specifically come to admire the jet up-close.



Southern California's Flying Dude: Glenn L. Martin

Dave Whitman, Photos: Public Websites

When one ponders the life of Glenn L. Martin it usually features Martin bombers, flying boats, and Middle River, Maryland outside of Baltimore. What a lot of people don't realize is that Martin started his aviation career in 1909, at age 23 in Santa Ana, California.



Glenn Luther Martin was born January 17, 1886 in Macksburg, Iowa to Clarence and Arminta (Minta) Martin. In 1888 the family moved to Salina, Kansas where, by age six, young Glenn was building kites in his mother's kitchen and selling them to friends for 25 cents apiece. In 1905, the Martins moved to Santa Ana where his father had Ford and Maxwell automobile dealerships.

Having been inspired by the Wrights and Curtiss, in the summer of 1909, Martin built his own pusher type biplane in a rented, old Methodist church in Santa Ana. The aircraft, powered by a 15 hp Model T Ford engine was ready for test in early summer. Martin rolled it four miles down the road to Irvine Ranch where he planned to carry out his test. The attempted flight from Red Hill in Tustin failed and ended in the destruction of the aircraft.



Santa Ana church, Pusher biplane

Not easily discouraged, a second aircraft was constructed and a few weeks later, on August 1, 1909 he attempted to fly once again. This time he lifted the aircraft eight feet in the air and flew 100 feet in 12 seconds, the first powered and controlled heavier than air flight in California! He became the third American to design, build and fly his own aircraft.



Southern California's Flying Dude: Glenn L. Martin (cont'd)

Dave Whitman, Photos: Public Websites

By 1911, Martin was earning money barnstorming at circuses and fairs using the moniker, the "Flying Dude". He was gaining flight experience and notoriety as a skilled and able pilot. On May 10, 1912 Martin made history. Flying his Gossamer biplane modified with a float, he departed Balboa Pier in Newport Beach and flew 30 miles across the San Pedro Channel to Catalina Island. No one had flown such a distance over open ocean at that time. Using only a barometer strapped to one leg and a compass to the other, he headed out in the morning marine layer, wearing an inflated bicycle tube for a life preserver. After flying at 2,000 feet for 30 minutes, he descended through the mist to receive a hero's welcome after landing on Avalon Bay. Following lunch at the Glenmore Hotel, he was given a sack of mail for the mainland (One of the first U.S. Airmail deliveries), and his fuel tank was filled for the return flight to Newport Beach. It was not only the first flight to Catalina, but also the longest flight over water to date and the first time an aircraft had both taken off from and landed on the water in the same flight.



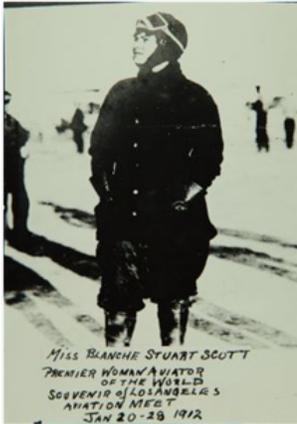
In 1912, the "Flying Dude" met Charles and Tiny Broadwick of the Broadwick's World Famous Aeronauts. They worked the fair circuit with the four foot tall, 80 pound Tiny parachuting from a hot air balloon flown by Charles. Martin asked if Tiny would be willing to parachute from his aircraft. Broadwick developed a parachute with Martin that was attached to the plane's fuselage and would automatically deploy when the person jumped from the aircraft. Tiny became the first female to parachute from an airplane. Broadwick and Martin would patent the parachute as the "Martin Life Vest".



In August 1912, he along with his father and three other investors, including Orange County oil man William Loftus, formed the Glenn L. Martin Company. Glenn Martin as President and Manager with Loftus as Vice-President. A factory was established at 10th and Main in an industrial area in downtown Los Angeles. Another facility was acquired at the L.A. Harbor for the assembly of hydroplanes. An airfield was also established where the current Los Angeles Zoo is located, being named the Griffith Park Aerodrome with Martin as its primary user. One of his students at his flight school was a Seattle lumberman by the name of William Edward Boeing.

Southern California's Flying Dude: Glenn L. Martin (cont'd)

Dave Whitman, Photos: Public Websites



With his time being taxed by the design of aircraft as well as manufacturing, Martin looked for someone capable of test flying his prototype aircraft. He hired none other than Blanche Scott, the first woman in America to learn to fly (with Curtiss in Hammondsport, NY). She became the first female test pilot in America.

In 1913 production started on the Martin Model T training aircraft. This design, aided by the newly hired 22-year old Donald Douglas, became the first aircraft sold by Martin to the U.S. Army Signal Corps. It was also the first training aircraft in service with the U.S. Army. A later variant, known as Model TT was used by Martin to develop a bomb sight which was used by the Army for the first bombing tests from an aircraft in San Diego. The factory was busy and Martin hired a Santa Monica youngster by the name of Larry Bell to run the shop.



In 1915 Martin was paid \$700 a day to play a dashing pilot opposite Mary Pickford in the Adolph Zukor silent feature, "The Girl of Yesterday". When it came to the kissing scene, Martin, who was ever the mama's boy said, "I don't think my mother would like it". It's reported that none other than Adolph Zukor had to come to the field to convince Glenn to give her a peck on the cheek!



Considered eccentric by some, he didn't smoke, drink or swear. He never married and lived with his mother until her death in 1953. Donald Douglas referred to him as a "strange chap".

By 1916, Martin's business had expanded to 165 employees and was a large producer of aircraft for the U.S. Military. He agreed to a merger with the Wright Company and Simplex, a manufacturer of automobiles and engines to form the Wright-Martin Company. This company was short-lived and he created his second Martin Aircraft Company in Cleveland, Ohio, later moving to Maryland. Though he relocated to the east coast, he returned to California in death. Both he and his mother are interred at the Fairhaven Memorial Park in Santa Ana.

Madison Elementary School, Redondo Beach

Photos: Bill Dea

Chief Docent Joe Provenzano (left photo) provides an overview of the Space gallery and explains why the James Webb Space Telescope is much more accurate than the Hubble telescope.

Rhon Williams (right photo), docent and pilot, welcomes students to explore his Cirrus aircraft as part of the Kids Love Aviation Science tour.



Palos Verdes Daisies

Museum Staff

Palos Verdes “Daisies” Troop 71103 enjoyed a summertime tour and visit. Here they pose in front of the one-and-only prototype Northrop JB-1 glider from 1944.



Women in Aerospace:

Christina Koch



- Koch was born in Michigan and grew up in North Carolina. Since she was young, she's had a passion for hard work and challenges.
- She's earned a B.S. in electrical engineering and physics from North Carolina State University, an M.S. in electrical engineering, and studied abroad at the University of Ghana. She has received an Honorary PhD from North Carolina State University.
- Before she was an astronaut, Koch worked as an electrical engineer for NASA missions and at the Johns Hopkins University Applied Physics Laboratory's Space Department. She did a lot of remote science, and became a Research Associate in the United States Antarctic Program, where she stayed in the South Pole for a year. She also did tours at Palmer Station in Antarctica and Summit Station in Greenland. Koch joined the National Oceanic and Atmospheric Administration, and worked as a Field Engineer in Utqiagvik, Alaska and as Station Chief of the American Samoa Observatory.
- Koch became an astronaut in 2013. Her first spaceflight was a long duration mission at the ISS (International Space Station). On the ISS, she and her crewmates did experiments such as robotics upgrades and testing 3D biological printers. During her time at the ISS, she got to be part of the first all-female spacewalk.
- Now, she has been assigned as Mission Specialist for NASA's Artemis II mission that's headed towards the moon. Koch is the only woman on this mission.



Created by Sabrina Robles, Intern – www.wmof.com

Women in Aerospace Exhibit open Friday through Monday, 10 AM – 3 PM

Shark Tank's Chief Docent

Museum Staff



Chief Docent, Joe Provenzano, served as one of four Shark Tank judges for South Torrance High School Career Technical Education program culminating in the Capstone-level courses with Shark-Tank innovation projects. The projects covered a wide variety of areas: sports, health, safety, and home convenience. The students developed prototype websites, phone applications and hardware demonstrating their innovative thinking and technical capabilities.

Rock Stars

Museum Staff

Museum Advisor Susan Swinburne and Docent Mark Ford “rocked” at the Torrance Chamber ‘70s-Themed Business Mixer.



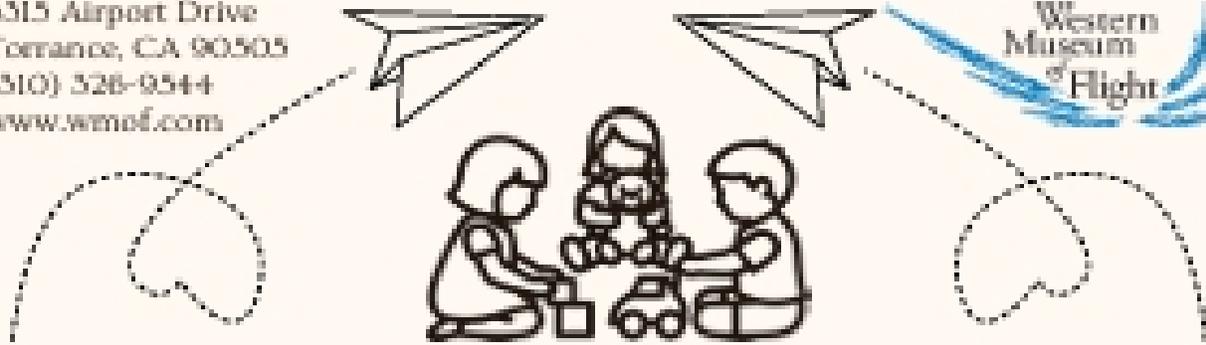
Japan Business Association, Torrance Chamber Mixer

Museum Staff

Museum staff represented the museum at the annual Japan Business Association and Torrance Chamber Mixer at the Miyako Hybrid Hotel. Left-to-right: Briana Krank - External Affairs, Rhon Williams - Treasurer and Docent, Cindy Macha – Executive Director, and Jim Ueda – Docent.



3315 Airport Drive
Torrance, CA 90505
(310) 528-9544
www.wmof.com

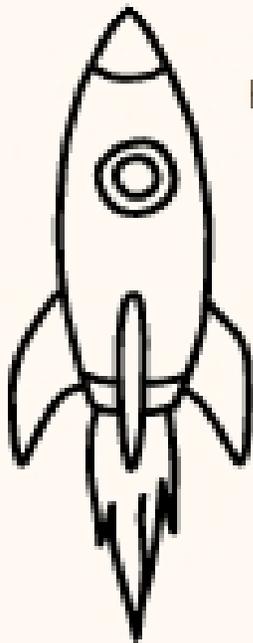


FAMILY DAY

Western Museum of Flight

SUNDAY, MARCH 1ST
1 PM - 3 PM

(\$10 per Family)
Free Parking in the Museum Lot



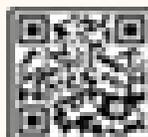
ACTIVITIES

Story Time
Cockpit Tours
Games & Prizes



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Celebrity Lecture Series

Photos: Museum Staff

September 2025: Tony Chong, **The Best Little Fighter That Never Sold.** Tony recounted Northrop's \$1.2 Billion gamble on its development of the F-20 Tigershark.



October 2025: Dr. Paul Bevilaqua, **The Man Who Invented The Vertical Lift Fan for The F-35 Joint Strike Fighter.** Dr. Bevilaqua, Chief Engineer (ret), Skunk Works, shared the story of the invention that enabled the JSF to launch and land vertically.

January 2026: Tony Chong, **The Aviation History in El Segundo.** Tony, Northrop Grumman Aeronautics Systems Sector Historian, shares the story of the aircraft factories of El Segundo and the airplanes they built. His presentation attracted many visitors.



Historian and author, Tony Chong (far left), is joined by fellow Northrop Grumman personalities – Mike Cimiera, Ron Gibb, and Jack Trost (far right).



Things Are Changing!

Fred Peitzman, Exhibits Team

If you haven't visited the museum recently, we encourage you to do so and see all the changes that are being made. New display cabinets have arrived with great lighting to really showcase the amazing models and other artifacts we have. Displays are being relocated to better tell the stories of the aircraft industry, drones, space, etc. More emphasis is being placed on telling stories so that our museum visitors not only will know what something is, but how it was used and why it was important.

This is an ongoing project — our goal is to have something new to see every week.

What Are We Missing?

Fred Peitzman, Exhibits Team

It is the goal of the Western Museum of Flight to include all aspects of aerospace activities in Southern California. We know that many of our members have been very involved, working for an aircraft or space company or one of the many aerospace suppliers, the government, or in some adjacent way. Many others are "aficionados" who have knowledge we'd love to have you share.

If you don't see what is important to you in the museum, please contact the Exhibits Team. We would love to have your input, and welcome your help in making our museum really tell all the stories that are important.

You can stop by at one of our weekly meetings (10 AM to 2 PM every Tuesday in the southwest hangar) or send your comments and ideas to fred.peitzman@gmail.com.



Celebrity Lecture Series

A View from the Beginning of Time

James Webb Space Telescope

**21 March 2026
11 AM Lecture**



Dr. Jon Arenberg
Northrop Grumman
Chief Mission Architect
Science & Robotic Exploration

18 April 2026
Barbara H. Schultz



**Cliff Henderson – The Man Behind the
Success of the National Air Races**



Dr. Arenberg will explain and describe this remarkable instrument from its inception through the first five years of its operational life. He will discuss its purpose, its capabilities, the remarkable discoveries it has already made and the myriad of possibilities that it offers for the future.

Sponsored by



**Museum Members Free
Non-Members: \$15
Free Parking Available in
Museum Lot**



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Torrance, CA
90505
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Celebrity Lectures and Events

March 21, 2026 - Inventing Tomorrow: Imagining The Space Observatories of The Future, Dr. Jon Arenberg, Northrop Grumman Fellow and Chief Mission Architect for Science and Robotic Exploration

April 18, 2026 - Cliff Henderson—The Man Behind The Success of The National Air Races, Barbara H. Schultz

More Events to come.

Become A Contributor

We know that many of you reading this are former members of Southern California's aerospace industry and may have some interesting stories and experiences from your careers. We ask you to consider sharing some of these stories with us, whether about a particular company's aircraft project/program or during the course of military service associated with one of the many aircraft types built in Southern California. We look to preserve these stories before they are lost to time.

Our mission is to preserve the histories of the aircraft built here in Southern California, primarily airframes in earlier times, for the defense of our nation, experimental research air vehicles, spacecraft and commercial airliners. **Lockheed** (Burbank, Palmdale); **Douglas/McDonnell Douglas** (Santa Monica, El Segundo, Long Beach), **Hughes** (Culver City, El Segundo), **North American Aviation/Rockwell/Boeing** (LAX, Downey, Palmdale), **Boeing** (El Segundo, Long Beach, Seal Beach), **Northrop Grumman** (Hawthorne, El Segundo, Palmdale), **Vultee** (Downey), **Consolidated/Convair/General Dynamics** (San Diego), **TRW/Northrop Grumman** (Redondo Beach), **SpaceX** (Hawthorne), **Robinson Helicopters** (Torrance), these amongst all the larger companies.

We look to the future as well, as history continues to be written with new initiatives and opportunities for further space exploration. We'll help to polish up the words if you are not a professional writer. Or it may simply be an interesting photo(s) with a caption added to tell the story. Please contact us directly via email: info@wmof.com, with your thoughts and comments.

The Western Museum of Flight honors and champions the Aerospace Industry Heritage of Southern California and inspires, motivates, and educates the dreamers and creators of today and tomorrow.

3315 Airport Drive, Mailbox #6,
Torrance, CA. 90505

P: 310-326-9544 | F: 310-326-9556
Website: www.wmof.com | E-mail: info@wmof.com

