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The Magazine



- ✈ ***Battle of Britain 70th Anniversary***
- ✈ ***The Royal International AIR TATTOO 2010 preview***
- ✈ ***FM212 Windsor's Lancaster bomber***
- ✈ ***Luftwaffe: German aircraft displayed in US Museums***
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Cover: F-16 of the Royal Dutch Air Force, at RIAT, modified to suit, courtesy of RIAT. Aged photo composites by Laszlo Nyary.



EXPERT AVIATION ARMOR AND COMMERCIAL PHOTOGRAPHY WWW.DESIGNBYLASZLO.COM



Behind the Lens & to the point

By Laszlo

Welcome to our **Free** April-May on-line issue of *The Magazine* by www.AirShowsReview.com.

As you can tell from our cover, 2010 is promising to be a banner year for air shows. We will attend as many we can, but we are particularly looking forward to attending the 70th Anniversary of the Battle of Britain, to which the German Air Force has been invited to participate. Will the Luftwaffe show up for a fly-by? We shall see, and if they do that will be something!

To celebrate the Battle of Britain, *The Magazine* will feature several photos of the type of aircraft that participated in this epic battle for air superiority over the English Isles in WWII. To say the least, there are not too many original aircraft still flying from this era in North America. Most of our images featured in this issue are still airworthy and do fly at air show venues. However, some images of era aircraft were taken in aviation museums on public displays, unfortunately some of these are not originals, but fiberglass replicas.

You are invited to contribute and join our team if you are a warbird owner and would like to tell the history of your particular aircraft, have passion about aviation photography and can take good photographs, or as a veteran who is interested sharing your story with our readers.

IMPORTANT NOTE: *The Magazine* is interactive with invisible hot-links, by hovering over some of the images and advertisements, the cursor changes into a pointing hand and a small window will highlight the destination path to the web site that the reader can visit for further information.

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Inside the cockpit

By Coop

I know what it is like to wonder about aircraft and how they perform. Before I had the opportunity to fly war birds I was very curious about how they fly and how they actually perform in comparison to what I have heard from others or read in books and magazines. So I thought I might answer a few questions that we get asked at Air Shows.

Our Mig was built in Russia in 1953 and is 33.14 ft in length and has a wing span of 33.07 ft and is swept back 35 degrees with a negative 2 degree dihedral. With the drop tanks is has a gross take-off weight of 12,346 lbs. The original 23 mm cannon and gun camera are still installed. The braking is a differential pneumatic system that is filled on the ground and is not replenished while flying. This same system is used to seal the canopy and charge the cannon. The engine is a turbojet with a centrifugal compressor. The speed brakes are hydraulic and can be deployed be either a momentary switch on the control stick or by toggle switch on the left side by the throttle. The maximum time they can be deployed is 7 minutes to prevent over heating of the speed brake solenoid.

As with all aircraft the flight manuals and information in general about aircraft performance is usually overly generous. The same would apply to both the L-29 and the Mig-15, but even more so for the Mig. I have seen published numbers for range for the Mig as high as 850nm. In practical terms when we do a cross country we flight plan for 325nm maximum. We typical plan for 18,000 feet, with a TAS of 350kts which blocks out at about 300kts, so that works out to about a 65 min flight. The main fuel tanks hold 220 US gal, the rear internal tank has 42 US gal plus each drop tank holds 106 US gal for a total of 474 US gallons. We would have about 100 gallons left after the 65 min flight.

For take-off we rotate at 140 kts and about 2 seconds later retract the gear at 150 kts. About 4 seconds later we retract the flaps at 200 kts and climb out at 250 kts. Once you retract the flaps the speed jumps up to 250 kts almost immediately. You have to pull pretty aggressively on the stick or throttle back substantially to keep it at 250 kts (the speed limit below 10,000 ft). Sustained rate of climb at this point is about 5,000 ft per min at 80% throttle. The max load factor is 8 "Gs" and max Mach number is .92 but again in practical terms we would never go that fast. Typically we do most of our air show routine between 300-400kts. Hope this has helped.



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Air Shows ★ Air Racing ★ Aviation Heritage

Battle of Britain



70th Anniversary

by Laszlo Nyary with illustration and photos as noted.

“Never in the field of human conflict was so much owed by so many to so few” — August 20, 1940, by Sir Winston Churchill, on the Battle of Britain. These epic words were said 70 years ago. Fast forward to 2010.

In 2010 on the 70th Anniversary of the Battle of Britain, The Royal Air Force will pay Tribute, and will salute the multi-national World War II pilots who fought off the aerial invasion of Britain in 1940, against all odds. The celebration will be held at the Royal International Air Tattoo at RAF Fairford, UK.

What makes this 70th anniversary even more special is that the Luftwaffe has been invited to join the celebration. Needless to say, this will be once in a lifetime event, and we will be there to report to you our readers at The Magazine.

According to the Air Tattoo organizers “Supported by the Royal Air Force and including the Battle of Britain Memorial Flight and representative international air forces, the Air Tattoo plans to recognize the bravery of all those who fought: from Fighter Command, Bomber Command, Coastal Command and the Fleet Air Arm as well as their German and Italian counterparts.”

Many readers may not be aware of the fact that in total, pilots from 17 countries took part in the Battle of Britain. The RAF Roll of Honour for the Battle of Britain recognizes 574 pilots from countries other than the United Kingdom, as flying at least one authorized operational sortie with an eligible unit during the period from 10 July to 31 October 1940, alongside 2,353 British pilots. Some of these countries were with the number of pilots in brackets: Australia (32), Barbados, Belgium (28), Canada (112), Czechoslovakia (88, now the Czech Republic and Slovakia), France (13), Ireland (10), New Zealand (127), Poland (145), Rhodesia (1 now Zimbabwe) and the USA (7).

Air Tattoo Director Tim Prince stated that “The Air Tattoo is renowned the world over for being a place where nations come together in a spirit of friendship to share their passion for aviation.” If the Luftwaffe and the Italian Air Force indeed participates, then truly this will be a show that one cannot miss. But even without their participation there are not too many places where one can see so many types of aircraft flying all at once which participated in this epic conflict.



The two major British Fighters aircraft type, which repelled the Luftwaffe and the Italian Air Force during the Battle of Britain, were the Hawker Hurricane, and the Supermarine Spitfire partially in the background. These two pristine examples of period aircraft are owned by Russell Aviation Group, Niagara Fall, Ont. Canada.



©2008 Laszlo Nyary

The primary fighter aircraft of the Luftwaffe was the Messerschmitt Bf 109E, (known as the “Emil”) during the Battle of Britain . This Me-109E, owned by Russell Aviation Group, Niagara Falls, Ontario, even has the original Daimler engine, and one of the very few still flying.

At the start of the Battle of Britain, on July 10th 1940, the Luftwaffe had approximately 2,500 serviceable aircraft facing the RAF. On any given day they could send up in the air as many as 1600 aircraft, against the RAF. The RAF had approximately 800 Spitfires and Hurricanes and about 660 of these were serviceable.

The British had a number of advantages over the Germans, primarily the RADAR, which gave early warning of approaching Luftwaffe planes. The other advantages included that they could stay in the air longer than the German fighters, land to reload the guns and for fuel, while the escorting German fighters had very limited time to provide protection for their bombers. Without sufficient fighter cover, the Luftwaffe bombers were sitting ducks, and the German losses started add up quickly. By end of July, the Luftwaffe had lost 268 aircraft, while the RAF had lost 150. I am not going to get into nitty-gritty details of the battle, there are many books, and a fairly good movie available on the subject of Battle of Britain.

It is sufficient to say that the Germans made a tactical error, by switching from raids on radar installations and the RAF bases to cities on September 7th. As most of the RAF bases located in the south-eastern region of England were out of commission by this time, with 550 RAF aircraft destroyed, against the German losses of over 1000 aircraft. By this switch in tactics, the Germans gave the RAF and their pilots time to recover from its losses and from brink of exhaustion.

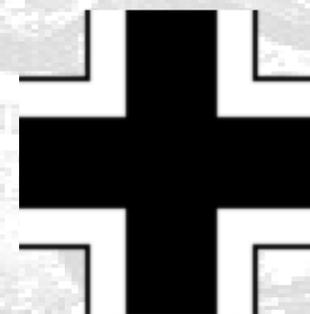
By mid September of 1940, it was clear to Hitler, that his plans to invade England would not work, while his night time raids did continue for another month, the Battle of Britain was essentially over by end of October.



©2008 Laszlo Nyary

The Supermarine Spitfire with the Hawker Hurricane partially in the background, in the early morning sun. Both owned by Russell Aviation Group, Niagara Falls, Ontario, Canada.

During the Battle of Britain, both sides suffered heavy losses in aircraft and pilots. Both sides over stated their victories than they actually destroyed. The Luftwaffe had lost around 1100 while the RAF 650 aircraft.



To view photos of additional WWII German aircraft please see page 23 in this issue.

Background image from the Collection of Deutsches Bundesarchiv



Photo by Terry Lee



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A graphic celebrating the 70th anniversary of the Battle of Britain. It features a dark blue background with the Royal Air Force roundel logo at the top left. The text "ROYAL AIR FORCE" is in large white letters, followed by "Battle of Britain" in a smaller white font. Below this, "70th" is written in large blue numbers, with "ANNIVERSARY" and "1940-2010" in white text underneath. The graphic also includes silhouettes of Spitfires and a stylized illustration of a pilot's head in profile, set against a red and white background.

Join us at RIAT

July 17-18, 2010, RAF Fairford, UK.

PREVIEW OF THE ROYAL INTERNATIONAL AIR TATTOO

by Laszlo Nyary with photos as noted.



This year the RIAT will be very special as it celebrated the 70th Anniversary of Battle of Britain, see our previous article, but in addition to that there will be other treats:

- A rare Cold War jet fighter will perform its first flying display in the UK for almost a decade as the Air Tattoo welcomes the Romanian Air Force and their MiG-21 Lancers.
- Witness a stirring tribute to 'Britain's Finest Hour' as aircraft icons of the past meet their modern counterparts in a breath taking display.
- Marvel at the dare devil flying of the world's leading aerobatic display teams including our nations very own RAF Red Arrows.
- Be blown away as The F/A-18 E/F Super Hornet catapults in to the skies. Commonly known as the Rhino this 'Gladiator' of the US Navy is sure to delight.
- Over two miles of static aircraft, interactive activities and ground exhibitions
- Free entertainment on the concert stage throughout the day

"The Royal International Air Tattoo, one of the UK's premier outdoor events returns this summer with an extravaganza of entertainment for all the family. Marvel as the latest and greatest aircraft from around the world gather at this iconic global aviation gathering." So I've read about it. For sure the RIAT is one of the best air shows in the world to attend if one can. One of our photographers have been there, and he really liked the Air Tattoo, for several reasons, one main reason was, one sees aircraft which are rarely seen in North America!

On the following pages we are presenting aircraft from previous air shows from RIAT.

Photo by Terry Lee



From RIAT 2009: the F-16 of the Dutch Air Force, right top corner and in the center the EF-18 Hornet of the Spanish Air Force.



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de Havilland DH.110 Sea Vixen of the Royal Navy

Hungarian Air Force's Saab Grippen



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Hungarian Air Force's Saab Grippen ©2009 Ajay Soni



ROYAL
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ARROWS

Will be performing at RIAT 2010, (these photos were taken at Quebec City in 2008)

FM212 Windsor's Lancaster

by Laszlo Nyary with illustration and photos as noted.

There not too many WWII Avro Lancaster heavy bombers around anymore. There were 7377 built yet there are 17 known survivors with only two of them still flying, one is located in England while the other one is at Hamilton, Ontario, Canada.

When I was at the Windsor International Air Show in 2009, I came upon FM212, a Lancaster Mk 10P version. This particular FM212 one of the surviving ones going under slow and expensive restoration by Canadian Historical Aircraft Association, located by the Windsor Airport. I took a couple of photos while the aircraft was prepared for the air show.

Since I am writing an article about the 70th Anniversary of the Battle of Britain, I figured, writing about this particular Lancaster would complementary and create additional interest in the project by our readers. Thus, I contacted S. Michael Beale KTJ, of the Canadian Historical Aircraft Association for further information. Michael put me into contact with Michael Kohuch, the Vice-President, of the Canadian Historical Aircraft Association and Project Director, for the Lancaster FM212. I received the following history:

RCAF History

Originally intended for war but having served only in peace, Lancaster FM212, or simply "Lanc 212", was built in July 1945 during the closing days of WWII by Victory Aircraft in Malton (Toronto). One of the 430 Lancasters produced in Canada. Like all new aircraft at the time, it was test flown then placed in storage to await an uncertain fate. With hostilities in Europe and the far-east over, the attention of the RCAF returned to photo-mapping the vast arctic areas of Canada.

The Avro Lancaster was an ideally suited aircraft for the job because of its long range and stable flying characteristics. Lanc 212 was to be the first of its kind modified for the postwar role of photo-mapping. Part of the modifications included deletion of all gun turrets, installation of two 400 gallon fuel tanks in the bomb bay and the installation of complex cameras. The prototype FM212 was 'taken on strength' first by 413 Squadron RCAF in 1947 and later transferred to 408 Squadron on 10 January of 1949 at Rockcliffe. It was coded as

"AK A", "MN212" and finally "RCAF 212" during its service life. It flew all over Canada and even took part in some air shows in Europe in the late 1950's to early 1960's. Lanc 212 fulfilled other duties, such as performing various Search and Rescue activities, Arctic Surveillance and the occasional "special op." One such special operation was to participate in the search for an American B-36 which went missing in the area of western Canada in February 1950.

Aside from a few minor incidents (such as a lightning strike) FM212 had a mostly uneventful service life. This was due to excellent maintenance by a dedicated ground crew and skilled flying by its aircrew. Squadron records are not clear, but FM212 eventually made its way to Dunnville, Ontario and was placed inside one of the large hangars.



FM212 had amassed a total of 8,069.5 hours, truly a lot of time for an aircraft never intended to last that long. It was then put up for sale. The scrap man would have bid for it but fate - or luck - stepped in.

Windsor's Lancaster

In May of 1964 a delegation from Windsor, Ontario inspected FM212 and selected it as a Memorial to the approximately 400 airmen from that area who died in WWII. The City of Windsor then purchased Lancaster 212 for \$1,250. It was delivered via barge as it was deemed too expensive to fly there. After being on display at Windsor's waterfront during the winter of 1964/5, FM212 was towed to Jackson Park, installed on a concrete pedestal and dedicated as a Memorial on 4 July 1965. It would remain there for the next 40 years.

CH2A Involvement

In 1993, the newly-formed Canadian Historical Aircraft Association (CH2A) began assisting the City of Windsor with the care and preservation of Lancaster FM212. It soon became apparent that time had taken its toll on the aircraft, and in 2004 a decision was made by the City to remove it from the pedestal and place it under the stewardship of the CH2A. On the 26th of May 2005, FM212 was ceremoniously lifted from its pedestal and gingerly placed on the ground.

Following the "Big Lift" there was a two-week public exhibition of FM212 in Jackson Park. Afterwards, the wings were then removed and the aircraft placed inside a temporary storage area at the back of the park. Lancaster 212 would remain there until April 2007 when the "Big Move" – through city streets – would begin.

Dedication and the "Big Move"

Prior to being moved to Windsor Airport, a decision was made to name FM212 the Bad Penny. This was to help recognize the outstanding wartime contribution of Windsor native and Lancaster pilot R.F. "Bob" Upcott, DFC and his crew.

During the closing days of WWII, the Dutch people were being starved by their Nazi occupiers. As an Axis loss was inevitable, a tentative truce had been established to allow the Allies to drop much needed food and humanitarian supplies to the Dutch people.

The first test drop was carried out by Bob and his Bad Penny crew on 29 April 1945. This was extremely dangerous for two reasons: First of all, there was concern that not all the German troops knew about the truce and therefore the Lancaster might be fired upon. Secondly, the Lancaster had to fly dangerously low and drop the food onto a pre-designated area. Low-flying in itself is an inherently dangerous practice anyways, and in a large four engine bomber there is little to no room for error. Stan Jones, the wireless operator, remembers German guns being trained on them but no shots were fired. This first drop was successful and was followed by hundreds of others conducted by other Allied crews.

As part of the symbolism of the event, FM212 was taken out of storage on 29 April 2007 - 62 years after the first test drop - to begin the journey to its new home at Windsor Airport. Original Bad Penny wireless operator Stan Jones was on hand to witness the event, which brought back many memories for him of this important day in history. Sadly, pilot Bob Upcott had passed away a number of years prior.

Restoration and Future Plans

All the work being done on Lancaster 212 is to flight-worthy status regardless of whether or not the aircraft will ever fly again. At a minimum the aircraft will be restored to a ground running, able to taxi condition. This in itself would be a monumental achievement, especially given the complexities of the aircraft systems required to achieve this. A short-term goal is to have the starboard-inner engine running sometime in 2010. Visitors are always welcome to drop in to the CH2A museum in Windsor to see the Lancaster.

Support for the project has come from a variety of sources including local, national and overseas. Financial contributions are always welcome and tax receipts can be issued. Please contact the Canadian Historical Aircraft Association (CH2A) at www.lancfm212.ca or join the Facebook group "Canadian Historical Aircraft Association Lancaster FM212 Restoration"



Rare photographs of the Lancaster 212 in service with the RCAF. Images on both pages courtesy of The Canadian Historical Aircraft Association (CH2A), framed and aged by Laszlo Nyary www.designbylaszlo.com.



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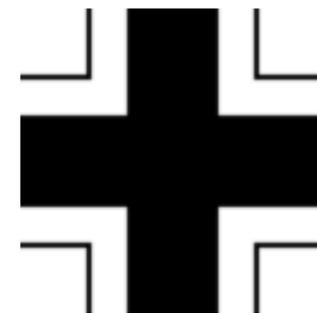
Luftwaffe: German aircraft displayed in US Museums

By Laszlo Nyary, photography as noted



©2008 Laszlo Nyary

This original Messerschmitt Bf 109E frequently flies in Canadian and eastern USA air shows.



To see a former Luftwaffe aircraft flying these days, is a very rare occasion, and it is a real privilege to see flying history fly-by!

However, there are a small number of captured German aircraft (not replicas) on permanent display at three major Museums in the USA. The largest collection is at the National Museum of the United States Air Force, in Dayton, Ohio, while the Air and Space Smithsonian Stephen F. Udvar-Házy Center near Dulles Airport in Chantilly, Virginia, has the second largest on display. With only one Ju 87 Stuka on display, but the only one in North America, the Museum of Science + Industry, in Chicago, Illinois, comes in distant third. All are excellent facilities not just to view German aircraft from the bygone era, but for any aviation enthusiast. There are a few other WWII German replica aircraft on display at other museums, and the key word is here "replica" some are life size while others are just scaled down models.

On the following pages we are presenting some of the photos our photographers taken at both of these museums. If our readers are planning to visit the United States Air Force Museum at Dayton, be aware that the display lighting is quite dark, while flash photography is allowed, it is best to use high ISO settings for taking photographs. Furthermore, the museum is very large, to view all the displayed aircraft, one can spend the whole day there and then some, it is the best to wear comfortable shoes.



Junkers Ju 52/53M, tri-motor was the workhorse of the Luftwaffe, from bomber during the Spanish civil war, to transporting cargo and troops. It was often used in airborne assaults. And for a while Adolph Hitler, used one as his private transport. This example can be found outside at the National Museum of the USAF.

Background photo ©2008 Laszlo Nyary



©2008 Laszlo Nyary



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Junkers Ju 88D, one of the most versatile WWII of the Luftwaffe, from dive bomber, level bomber, night fighter, day interceptor, tank destroyer, and photo reconnaissance, just to name some of the roles. This one is displayed at the USAF Museum, Dayton, with Romanian markings.



©2008 Laszlo Nyary



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Messerschmitt Me 262A, the first jet fighter aircraft used in combat, although Hitler insisted that it should be used as a bomber instead. This rare example is displayed at the USAF Museum, along with one of the best German fighter aircraft the Focke-Wulf Fw 190D named by the Allied bomber crews the "Butcher Bird" for obvious reasons.



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On top, the first rocket powered fighter the Me 163B "Komet".

The Me 109G in the middle was a much improved version of the Me 109E that fought in Battle of Britain.

On the bottom left is the Fieseler Fi 156C "Storch" (Stork) German re-connaissance, liaison and high ranking officers's personal transport. This one is painted as the Storch used by Field Marshal Erwin Rommel in North Africa.

All of these photos are from the USAF Museum in Dayton, Ohio.



©2009 Joe Osciak

This Focke-Wulf WF-190F8 "Butcher Bird" is on display at the Air and Space Smithsonian - Udvar-Házy Center, above. The Arado Ar 234 B Blitz (Lightning) below, was the world's first operational jet bomber and reconnaissance aircraft. This Arado is the sole survivor of its type.



©2009 Joe Osciak



Another one of it's only type survivor is the Dornier Do 335A-1 Pfeil (Arrow) displayed at the Air and Space Smithsonian - Udvar-Házy Center, above.

Below is a one of a kind, flying 7/10's scale replica of the Ju 87 B-2 Stuka flown by Luftwaffe Oberst Hans Ulrich Rudel in WW II, at the WWII Annual Weekend, Reading, PA. Of the 6500 Stukas built, there are only two survived intact.

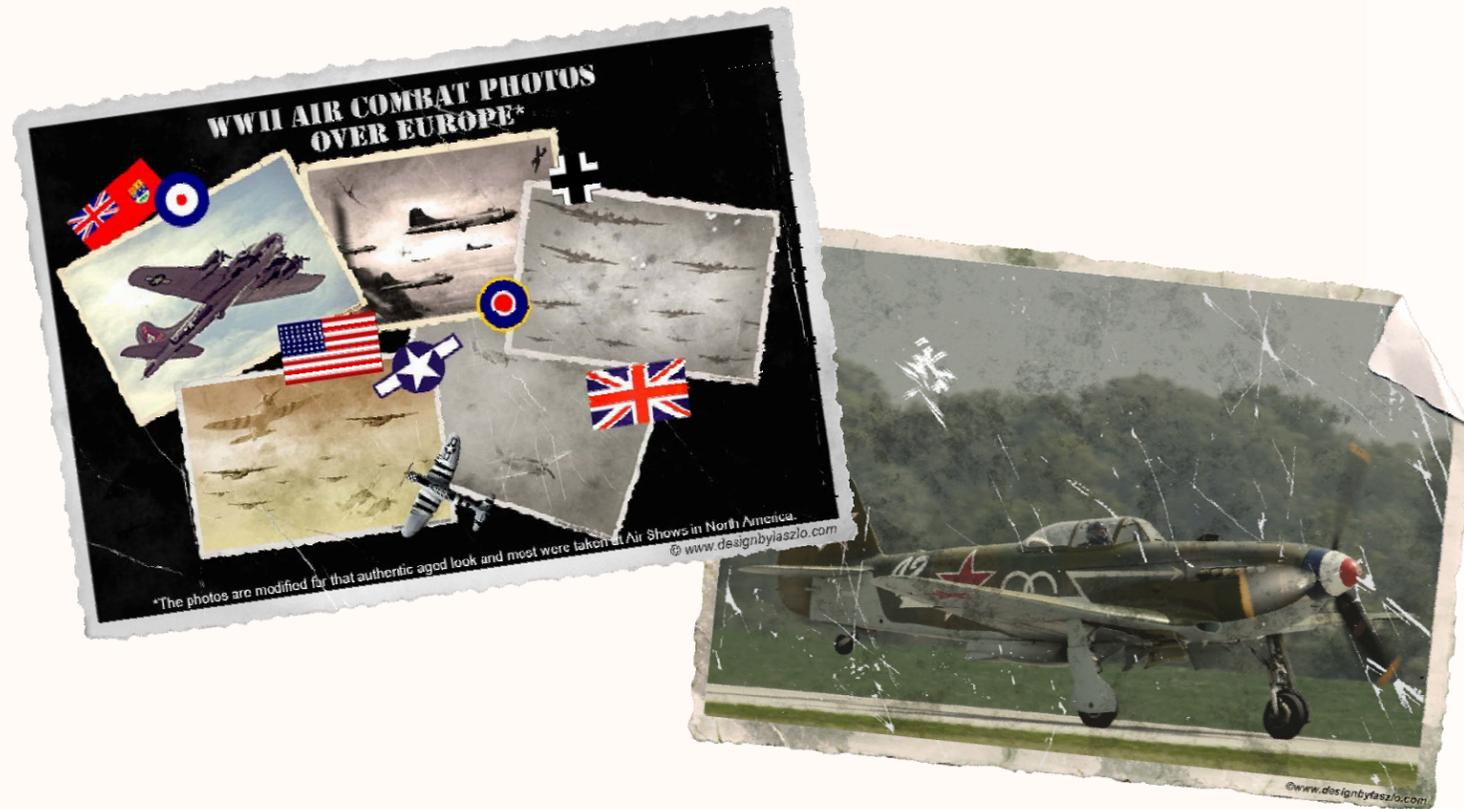


One of the two surviving Stukas, is this Ju 87 R-2 Stuka in Tropical camouflage hanging off the ceiling of the Museum of Science+Industry, Chicago, IL. Other one is in the UK. The Me 109E displayed below is a replica at the Museum of Flight in Seattle, WA.



Postcards from WWII

By Laszlo Nyary



In 2007, I started to create authentic looking postcard sized images of WWII warbirds, with Photoshop, from different air shows. Sometimes, I combined several images to create one action filled photograph framing it in old fashioned frame, modifying colours, and adding scratches, fingerprints, stains and general wear and tear, that one would find on an old photo that went through war.

This way interesting images which maybe slightly out of focus or with lots digital noise can be used, since these are in many ways are ideal candidates for such a process, and without these alterations they would not be usable. In fact, some of the currently flying WWII warbirds actually look better, or more realistic in the representation of the era they flew in originally. Of course it depends on one's own artistic point of view. However, several of my friends, and clients ask me to add "my Photoshop magic" to some of the images they like. The same process can be applied to Post WWII era or to even current too.

The modification process can be very simple or quite complex, depending on the effect I want to create. A sepia filter can be used to change the tone of the image, or be converted simply to black and white, these do not take much time. However, when several aircraft images are combined into one, heavy soiling and much damage is added, it can be a quite time consuming process.

Over the past years I accumulated quite a few of these artistic WWII and more up to date postcard creations, and made several screensavers for personal computers with these images running on Windows 2000 and above. These screen savers as well as selected air show images are available on a CD for purchase, featuring authentic engine and air combat sounds, as well as a separate file with printable images. For further information visit www.designbylaszlo.com.



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Your feedback and comments are welcome! We will post your feedback or comments, but we retain the right to edit the length and content if deemed unsuitable or inappropriate.

Laszlo,
I wanted to wish you a happy new year
and a good job on your online magazine!
It looks AWESOME!



If there is anything I can do to help you with it please
don't hesitate to ask. Since I saw you last year in Bran-
son, a lot has changed with how we do airshows. Now I
only go to airshows that need a P-51 aerobatic perform-
ance.

Scott 'Scooter' Yoak
QuickSilver P-51 pilot

Hey Laszlo,
Awesome photography!
I love the Blue Angles, and you are so



lucky to flown with them in the Fat Albert! I saw them
a couple of years ago at their home base in Florida. You
should visit the Navy Aviation Museum at Pensacola,
they have an excellent exhibit there.

Cheers,
Dave Newman, Allentown, PA.

This is a great Magazine!
Can articles about veterans who served in
the Air Force be included in future issues?



How about photos of older aircraft from WWII or the
Korean era? Keep up the great images and I'm looking
forward to your forthcoming issue with great anticipa-
tion.

Glenn Brown, New York, NY.

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