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August ♦ September 2010
Volume 1, Issue 5

The Magazine

A central graphic with a dark blue top section and a red bottom section. The top section contains the Royal Air Force roundel logo and the text "ROYAL AIR FORCE Battle of Britain". The red section features the text "70th ANNIVERSARY 1940-2010" in white and blue, with silhouettes of a Spitfire and a Hurricane. At the bottom of the red section is a stylized blue and white graphic of a pilot's helmet and goggles.

ROYAL AIR FORCE
Battle of Britain

70th
ANNIVERSARY
1940-2010

- ✈ *The Tucano T.Mk1 at Warbirds LLC*
- ✈ *WWII Weekend, Reading, PA*
- ✈ *2010 Indianapolis Air Show*
- ✈ *The Me-109 E that fought in the Battle of Britain*
- ✈ *First Time in Canada*
- ✈ *Royal International Air Show, Fairford, UK*
- ✈ *AMERICAN HUEY "369" a Veteran from Vietnam*



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Cover: Heinkel 111 Bombers over London, Poster designed by Laszlo Nyary.





Behind the Lens & to the point

By Laszlo

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

The past several months were the one of the busiest months for air shows world wide. With our small group of contributing photographers we still managed to cover a large variety of air shows in Canada, USA and in Europe too. The size of these events ranged from ten thousand to two hundred fifty thousand plus!

Air shows with a large display of static aircraft and many performers of course draw many more attendees, but sometimes, these events can lead to very long line ups to get through security, huge traffic jams upon leaving the event (up to three hours), which can make one wonder if it is worth at all? Bigger events are not necessarily better events when everything is taken in to consideration.

The weather has a tremendous effect on the on the event no matter how well it was planned, or who is performing. This year the weather pattern has been quite erratic, with frequent rain showers and high winds, to be followed by intense heat and humidity. Several air shows were affected; the attendance both in North America and in Europe, and not to mention the effect it had on photography. As some of my fellow photographers learned quickly, some cameras are more susceptible to water damage than others and some kind of water protection are required, not just for the equipment, but for the photographer too. I am one of them who has been soaked thoroughly in the UK, however my cameras did survive the extreme storms, and now I am also packing a rain poncho and water proof pants with me for all the upcoming events.

We also gained new contributing photographers who will be covering additional air show events in Europe, and in North America. Watch for their outstanding photographs in the coming issues. And speaking of issues, this month's is our largest yet! Enjoy!

The Magazine 
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Inside the cockpit

By Coop

It had been talked about for over a year, but on June 19, 2010, over the skies of Waterloo, Ontario, it finally all came together. The go ahead had been given by Vintage Wings for a formation flight with the F-86 Sabre and Viper North's Mig-15. This was a flight that many had wanted to see for a long time. Two former adversaries that had first fought over the skies of Korea in 1950, would finally fly together again. This was a rare event, as there are not very many Mig-15's flying anymore.

In preparation for this flight, Will "Fat Daddy" Radiff, the pilot of the F-86 and myself, Richard "Coop" Cooper, met on Friday the 18th to discuss how we would organize the flight. Will, an experienced CF-18 pilot, was the demo pilot for CF-18 in 2006. I was thrilled to be able to fly with such an experienced pilot for this formation flight. My formation flying experience started years ago, with flying helicopters in formation with fixed wing aircraft. Quite a bit different than what we were planning today. Fortunately, over the last couple of years since we acquired the Mig-15, Jeff and I have flown the Mig-15 and the L-29 in formation quite a few times.

The plan was for me to take-off in the Mig-15 and "Fat Daddy" would follow right behind in the F-86 and join up with me in the air. I took-off and delayed my acceleration at 200 kts to allow the F-86 to catch up a bit. After about 10 seconds, I started a slow left turn and started accelerating to our target speed of 300 kts at 1000 feet. We had picked a small lake about 6 miles to the south of the airport to circle around. It only took a few seconds and I was at 300 kts heading toward the lake. It wasn't too long later that I could sense something was beside me, less than a momentary glance to the right, confirmed that "Fat Daddy" was there, right beside me, barely 10 feet off my wing tip. As we passed the lake, I started a left turn into the racetrack pattern we had discussed, around the lake waiting for the time hack for our inbound run. The plan was to pass by centre stage at 300 kts in formation as soon as the National Anthem ended.

We had arrived early to leave us enough time to set-up our pattern around the lake. Circling that lake was intense. I was constantly watching out for birds and other aircraft as well as trying to maintain exactly 1000 feet and 300 kts all the time. I had to keep a constant vigil, fully aware that "Fat Daddy" was focused on my aircraft and counting on me to watch for anything in our path.

Over the radio I heard our 90-second time hack, and inbound I turned, with "Fat Daddy" right there every step of the way. I started a slow descent heading for our southeastern turn in marker at the airport. Slowly accelerating as we descended, we passed over our turn in point and leveled off at 250 feet, 500 feet from the crowd. At 13:00 on June 19th, we passed with near perfect timing, by an excited crowd of on lookers. I could clearly see the crowd waving as we passed in unison for this phenomenal fly pass.

As I split to the left, I looked to see the F-86 roll to the right. I felt a rush come over me as I imagined what it must have been like some 60 years ago when these two aircraft would have flown against one another, each fighting for their life. It was a moving moment for me, that, I will not forget.

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.





The Tucano T.Mk1 at RS Warbirds LLC

By Laszlo Nyary, photography as noted



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I am in Phoenix, Arizona, and I am at RS Warbirds LLC, an aircraft shop, where they are refurbishing and modifying ex-military aircraft. The aircraft I see are in various assembled and disassembled pieces in the shop. It is just like opening a large plastic model kit box with several hundreds of semi-assembled pieces, all waiting to be assembled together, except the pieces are not in a box, but all around me as I stand in the shop. Wow!

Ever since I can recall, I have been interested in 3 very different passions in my life; aviation, photography, and females. I guess some of these were imprinted into my mind during my early childhood from my father. I will only deal here with the first two.

Starting with aviation, my father was a mechanical engineer and during WWII worked in the Weiss Manfred Works, in Csepel, Hungary, near Budapest. This was where most of the German aircraft were built under license by Hungary. It is not a well known fact, that during WWII, Hungary produced 1,182 aircraft and 1,482 aircraft engines. Among the aircraft built, were 488 Bf-109's and 279 Me-210's. Of these, Hungary received only 158. My father became friends with test pilots and people in the aviation field during that time. After WWII ended, the Soviets disassembled the plant and moved everything to Russia. Shortly after the WWII, a new and only civilian air line in Hungary, was established, the "Maszovlet" (Hungarian-Soviet Civil Airline Company). In 1950, Maszovlet gained a new "independent" status, dropping the Soviet from its name and control; a new airline was established, as the Malév Hungarian Airlines, Magyar Légiközlekedési Vállalat, operating out of Ferihegy Airport in Budapest. Some of the airport's operation staff and pilots of the new airliner were my father's former colleagues and close friends. My father and I spent a lot of time at the airport with them. For me in my childhood, it was very normal to visit the airport with my father; to look at aircraft and I became fascinated with those loud flying machines as I was growing up. In fact, I flew at a very early age.



©2010 Laszlo Nyary

I was about six years old when I flew the first time. It was a scenic cruise over Budapest, courtesy of one of his pilot buddies in a Li-2, the Soviet copy of the Douglas DC-3/C-47. That experience started my lifelong passion and interest with aviation.

In my early teen's I started building plastic model planes, and that made me very curious just how real aircraft were assembled. I attended a Central Technical School in Toronto, where there was actually an aircraft shop with a couple of aircraft, and I took some summer extra courses in aircraft maintenance, to be close to these fascinating mechanical beasts. However, I was never inside a commercial shop or plants where the aircraft is assembled from various sub-assemblies and pieces.

As for photography, my second passion as noted above, I received my first 35mm camera around the same age, when I was six. Since then I have been hooked on photography.

Now let's fast forward 45 years to date.

I am in Phoenix, Arizona, talking with Thomas E. Rowe, one of the Managing Members at RS Warbirds, LLC. Looking at the former British Royal Air Force basic fast-jet lead-in trainer, the Shorts Tucano T.Mk1. Now I feel like a wide eyed kid again in a candy shop! RS Warbirds, LLC., has the largest privately owned fleet of the undeniably stunning Shorts Tucano T.Mk1 in the world.

I have seen a few aircraft before, as I attend many air shows and have seen hundreds of static and flying aircraft, yet I had never seen a Shorts Tucano T.Mk1. In many ways they are very similar in looks to the Beechcraft T-6 Texan II, single-engined turboprop aircraft built by the Raytheon Aircraft Company (now Hawker Beechcraft) used by the USAF basic pilot training and by the United States Navy for Primary and Intermediate Joint Naval Flight Officer (NFO) and Air Force Navigator / Weapon Systems Officer (WSO) training.

According to Tom, "The Shorts Tucano T.Mk1 was built between 1987 and 1993 by Short Brothers, PCL, in Belfast, Ireland, now a division of Bombardier. The aircraft is an all-metal (aluminum) aircraft powered by the Honeywell/Garrett TPE-331-12B turbo-prop engine producing 1100 shaft horsepower. Known as the 'Queens Royal Aircraft' by some Brits, others referred to it as a 'Hooligan' aircraft. The Tucano is a very safe smooth flyer. The aircraft enjoys a remarkable operational record and is designed to meet the rigors of military aircrew training. The debut of the first T.Mk1 ZF200, flying in North America, occurred on August 1, 2009 at the hands of Astronaut and four-time Space Shuttle Commander, Charles Precourt. The ZF200 kept was in its original RAF demonstrator markings, as you would see it in the UK skies."



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The Shorts Tucano T.Mk1 ZT200 over Lake Tahoe, Nevada

Tom graciously let me wander around for a tour of the shop with my camera clicking. I took photos of the fuselages lined in a very neat row, the wing assemblies waiting for assembly to the fuselages, and a semi-assembled aircraft on a work stage, minus the wings.



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There were two completed aircraft waiting for some minor touches, and I also inspected one of the aircraft that was receiving some final touches for a new customer. The only thing that I missed out on was to have a demo flight, as there were no flyable Tucan present. The demo aircraft was in North Carolina, at the time. Perhaps next time! Tom also pointed out that they had several ex Romanian Air Force L-39C trainers were available for sale and were working on some of them.



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The Tucano T.Mk1 features up-upgraded cockpits with the Garmin G600 EFIS system installed. The Tucanos from RS Warbirds LLC, are configured to meet commercial demands or special built and personalized to meet the high-end enthusiasts desires. Please contact Tom Rowe 623-703-3500 warbirdtom@cox.net for further information.



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WWII Weekend 20th Anniversary Reading PA.

Review by Laszlo Nyary

This year was the 20th Anniversary of this event and it was subtitled as “A Gathering of Warbirds” held at the Mid Atlantic Air Museum, Reading Airport. This annual event is one of the largest gathering of: WWII re-enactors, battle re-creations, Flea Market vendors with military surplus gear, and several veterans appearing as special guests. There was a lot of variety, for sure, but in essence the air show truly draws the majority of the attendees to the weekend festival. Thus, WWII Weekend Festival is a good value for the buck!

The show was affected by rain like so many air shows this year on the Eastern side of the continent. Regardless the three day festival presented some good opportunities to take photos of re-enactors and of WWII Warbirds and in that respect it lived up to one’s expectations. For a detailed review please see our postings on our website [by clicking here](#) as we will concentrate here by providing more images from the WWII festival.



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The Avro Lancaster, from Hamilton, banking gracefully while the B-17G Yankee Lady (bottom) is waiting to take off with riders onboard at the WWII Weekend Festival, in Reading, Pennsylvania.



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Every Marine’s Dream the F4U –1 Corsair, above and below, some I guess just are luckier.



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14th Indianapolis Air Show

Review and Photography by Laszlo Nyary



The Indianapolis Air Show is one of the best air shows in North America in my opinion, having visited several dozen over the years. This year, it was the 14th consecutive air show to thrill the visitors at Mt. Comfort Airport just East of Indianapolis. For a complete review [please click here](#).

While the air show was well planned, one thing no one can predict and control is the weather, and this year it did not cooperate with the air show organizer's plans. Heavy rain on early Saturday morning forced cancellation of the air show by the executive committee, and required further adjustments and implementation for Sunday's event due to the rain soaked and flooded parking areas. Despite this added setback, the hard working volunteer crews managed to make logistical changes to use the second runway for parking for the Sunday's attendees if the weather would allow the show. The weather was overcast on Sunday morning but at least it did not rain, and, as the ceiling started to rise, the sun broke through the clouds, and by noon it was quite hot and humid from the water evaporating from the airport grounds.

Over all the 14th Indy Air Show, with everything taken into consideration, was an outstanding event as air shows go. Even if this year's air show was not as big as last year's when it came to performers, and the weather certainly was no help either, it still ranks as one of the best due to the hospitality, friendliness and willingness to help to make the visitors welcome and an excellent value for the \$20 admission with free parking! There are too many outstanding people involved with this great organization. I cannot name them all here, but I certainly want to recognize the ones who have helped me the most: Mindy Goble, Beth Vahle in the Office, Doug and Janet Cross, Guy Eoff, Angie Clover, Dennis Smith, Roger Bishop, David Rothenanger, Dave Jackson, Ted Brindle and Nancy Leslie – you all are the BEST!



Thrilling action in the air with Lt. Col. John Klott of ANG (top) and on the tarmac (below) as always at Indy!





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Sunset on Thursday evening at Mt. Comfort, a day before the start of the arrivals for the air show.



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There are always interesting possibilities for photos like this one just after Saturday's rain storm.



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The AD-5W (EA-1E) Skyraider during Sunday's air show. This aircraft has the unique distinction of being the last Skyraider to leave active service.



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The Me Bf-109 “Emil” that fought in the Battle of Britain

Article and photography by Laszlo Nyary

The Messerschmitt Bf 109E-7 WNr 3579 “White 14”/N81562, which is owned by the Russell Group in Niagara Falls, Ontario, Canada, is one very unique warbird. It is one of the very few aircraft flying today that actually fought in the Battle of Britain.

The official Luftwaffe report dated September 2nd, 1940, states that this particular Me-109E was flown by “Cadet Officer H.J. Marseille, force-landed 3579 at Calais-Marck on this date after having claimed an RAF Spitfire over the Thames Estuary the same day.”

Hans-Joachim Marseille, who died in North Africa on Sept. 30th 1942, was one of the leading aces of the Luftwaffe during WWII with 158 kills, seven during the Battle of Britain against the RAF.

The illustrious history of this Emil, a very rare aircraft today, is quite interesting. The aircraft was built by the Arado Flugzeugwerke G.m.b.H Werk Warnemunde in 1939 as a Bf-109E-1, but was upgraded to the E-4 standard.

After it crashed at Calais-Marck, it was rebuilt as Bf-109E-7, “White 7,” it was shot down and crashed in the marsh near Lake Pjaozero in Russia, close to the Finish border on August 2, 1942. In 1991 from the Russian marsh the aircraft was recovered. The remains were in salvageable condition. In 1992 it was acquired on the behalf of David Price, an American warbird collector (Museum of Flying, Santa Monica, California), by Craig Charleston of Charleston Aviation Services in the UK. The airframe and the engine required extensive research and investment of several thousand hours, not to mention the financial amounts involved, and took nearly seven years to restore the aircraft into flying condition. The original intention was to keep the aircraft totally representative and as authentic as possible, including the cockpit; retaining many of the original instruments, while fitting modern electrics and avionics to keep the aircraft safe and airworthy. The aircraft assembly was then airlifted to Chino, California, on January 14, 1999, for final stage of the restoration, which was completed with a newly rebuilt Daimler DB601A engine. The first post-restoration flight took place on September 29, 1999, 59 years later than when the original Emil crash landed in France during the Battle of Britain.

The aircraft only saw about 50 hours flying time before the Emil was sold in 2003 to Ed Russell, of the Russell Aviation Group. This Bf-109E is the only flying example of its type in the world today with a Daimler Benz DB601 power plant. The Daimler DB601 power plant is overhauled after each 100 hours of flying time at the cost of \$300,000.

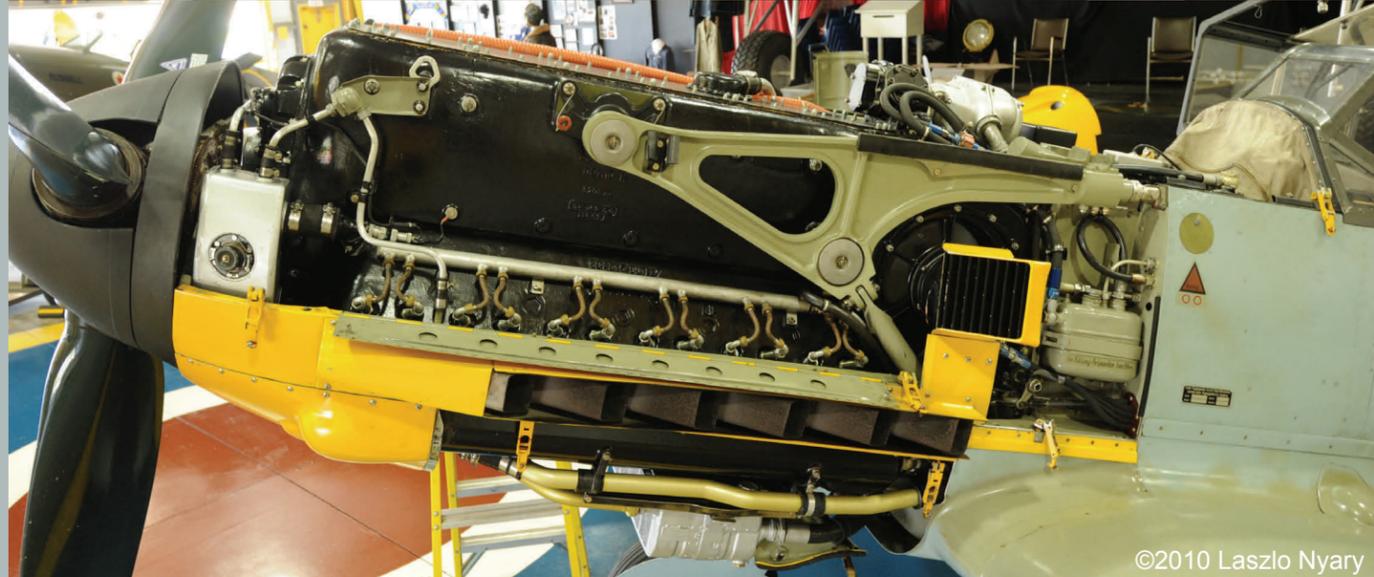
Recently, I had the pleasure of taking images of this historic aircraft in Niagara Falls, and I would like to thank Ed Russell and Gerry Bettridge, for their hospitality. This pristine one of a kind historical Messerschmitt Bf 109E-7 Emil can be seen in air shows in Southwestern Ontario and neighbouring American States. On the following pages you will find additional images.



Bundesarchiv, Bild 146-2008-0122
Foto: Herfmann, Heinrich | September 1942



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The Messerschmitt Bf 109E-7 parked inside the hangar with other WWII warbirds, (top), with engine covers removed exposing the Daimler engine (middle and right top) the original name plate with serial number on the fuselage just above the left wing (below) and the cockpit with many original instruments (right bottom).



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FIRST TIME IN CANADA

The fly-by of a MiG-15Uti and of a F-86 Sabre, two types of aircraft that fought against each other in the Korean Conflict, made history recently at the Waterloo Air Show on June 18, 2010 when they flew together for the first time. The MiG-15 was piloted by Richard “Coop” Cooper of Viper North, and the Canadair built F-86 Sabre, Hawk One, owned by Vintage Wings of Canada, was piloted by William “Fat Daddy” Radiff of the Canadian Armed Forces. Photography by Laszlo Nyary.





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Report from the 2010 Royal International Air Tattoo

By Laszlo Nyary, photography as noted



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With great anticipation, I looked forward to attending this year's RIAT in the UK. Not just because it was my first time, but also due to the fact that it was the 70th Anniversary — Battle of Britain. This would be the historical aviation Event of the Year, as far as I was concerned.

Several months prior to the event, I contacted, on the behalf of The Magazine, Richard Arquati, Head of Media and Public Relations for RAFCTE, Royal Air Force Charitable Trust Enterprises, who organizes the event. Richard welcomed our interest in covering the event for our readers. Since my enquiry, over the past several the months, we received constant updates and information regarding the event. I must say, the RIAT's Media and Public Relations personnel are outstanding professionals, and are the example that all air show media and publicist should follow! Very few take such care, and provide outstanding information.

Thus, even before arriving to RAF Fairford, our small staff of volunteers had the feeling that 2010 RIAT would be one fantastic event. To cover this event, it was decided that we would need at least two photographers covering the air show. Rick Von Puttkammer, one of our contributing photographers and I, working together, yet at the same time being at different parts of the air show to cover different aspects, as there is a lot to cover. The air show or as the Brit's call it "display" had 97 static aircraft from 13 different countries, and almost the same number participating in the actual flying part of the event. We could write a book about the six day long event, to which some sort of public and media access is available, the main "display" took place on Saturday and Sunday, June 17 and 18th, but will just summarize it on the next page.

Arrival days for the aircraft from Wednesday to Friday are the best times to take a close look and take good photographs of the planes while they land or take off for practice. There are two Park and View; East and West. East is the more favourable one and it gets very crowded very quickly, with Friday being the busiest, and for the attendees it is mandatory to arrive early to the Park and View areas. By this we mean as early as 4:30 a.m., to line up to get in the gate which opens at 7:30 a.m., to secure a good spot by the crowd line fence near the landing strip. Ear protection is highly recommended, as it is very close, approx 10 to 25 yards at some places. We also highly recommend rain-proof clothing, and some type of camera protection to take photos in such inclement weather as we experienced, as it rained frequently and was very windy. The same applies to Monday which is the departing day. There are actual schedules printed for these days for the fans to follow, at a lofty price of £3.00 or about \$5.00 US. For the Park and View, tickets are available prior to the show and at the gate, again on Monday the departing day, it is the most expensive one, up to £20.00 per ticket.

Saturday and Sunday are the two main event days. Tickets for the main event are NOT available at the gates, and they must be purchased prior to, on the internet, and at some locations from where they are available. There are plenty of parking to handle the large crowds, up to 250,000, but be prepared for huge traffic jams and hours to get in and out too, leaving being the worst. The actual flying starts at 10 a.m., and goes for 8 hours pretty well non-stop. On Saturday the weather started off as bit over cast, with a few short sprinkles in the morning, but it had sufficient ceiling, and started to clear up towards noon, with some sunshine breaking through, but it was quite windy at times. Most of the performances went according to the schedule, and they ranged from good to outstanding.

According to the RIAT media release “F-22 Raptor Pilot Ma. David “Zeke” Skalicky emerged victorious from this year’s Royal International Air Tattoo at RAF Fairford in Gloucestershire, scooping no less than three of the air show’s seven prestigious flying awards.



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The winners were announced at the traditional end to the event, the Sunday Night Hangar Party, when Air Chief Marshal Sir John Cheshire, Chairman of the Royal Air Force Charitable Trust, opened proceedings by thanking everyone for their contributions to RIAT 2010.”



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For me personally, my picks would have been The Royal Netherlands Air Force’s Apache Helicopter Demo Team, who did such an unbelievable demonstration with their wildly painted Apache helicopter doing rolls and loops, and their black and orange F-16AM who flew along side the Apache! The Belgian Air Force’s F-16AM flown by Commandant Michel “Mitch” Beulen, of 349 Squadron, the Vulcan bomber – the only one still flying, and a special mention of the magnificent effort shown by the disabled pilots of the Italian “WeFly!” Team. My other favourites were the French aerobatic team: Patroille de France, with their graceful ballet in the air, and of course the tribute to Battle of Britain 70th Anniversary fly-by of multi-national aircrafts ranging from WWII warbirds to the latest jets. The Lancaster made a quick and brief solo appearance too.

Sunday was very overcast with low ceiling, with rain nearby, but missed the airfield. The sky started to clear toward the late afternoon a bit. However due to the weather most of the performers who actually performed did a “flat show” or shortened ones, due to the low ceiling. The much anticipated flight of the Lancaster did not take place, and that disappointed many in the crowds and myself too.

Over all, RIAT was a worthwhile and splendid event, if somewhat expensive when compared to North American air shows, (not taking travel cost into consideration, just cost of attending the event). The weather certainly had a major effect on the show. We would highly recommended attending to show for any aviation enthusiast!



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Battle of Britain historical fly-by of former foes at RIAT 2010, celebrating the 70th Anniversary of this historical event . The display consisted of several WWII warbird Hurricanes, Spitfires and Messerschmitts of the era, and modern aircraft from several nations.







©2010 Laszlo Nyary

International was the key word at RIAT, that included this Boeing 757 2K2 from The Royal New Zealand Air Force, flanked by two Tornado GR.4A from the RAF (above). With the Armée de l'Air 's Mirage 2000B leads the echelon of two Belgian F-16AM Fighting Falcons in the Battle of Britain fly-past (below).



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The RAF's Hawk in formation flanked by Tornado GR.9 (above). There was an interesting WWII Battle of Britain display on the ground too, depicting life during those trying times.



©2010 RVP



There were three major aerobatic teams present, at RIAT, with some lesser known and smaller teams giving the spectators thrills. These included the Patrouille de France (above) Red Arrows (below) Patrouille Suisse or the Swiss F-5E Tiger Team, The Royal Jordanian Falcons flying the Extra EA-300/L and the Italian Handicapped “We Fly Team” with their Texan 550LSA aircraft. Unfortunately, we cannot show all the photographs from all these teams and participants, due to 20% content restrictions imposed by the RIACT organization for media.



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The iconic Avro Vulcan Mk.B2 (subsonic) bomber operated by the RAF from 1953 until 1984. It was also a featured aircraft in the James Bond 007 “Thunderball” movie. The only example flying today is the above XH558. It was fantastic to see this restored example take off, fly and land at RIAT. The first time public display of another giant the Airbus Military 400M was quite interesting to see.



©2010 Laszlo Nyary



RNLAF Apache Solo Display Team

Article & photography by Laszlo Nyary



The Royal Netherlands Air Force “RNLAF” AH-64D Apache Solo Display Team is the first unit worldwide that performs demonstration with the Apache, besides Boeing the manufacturer of the helicopter. And what a performance at that! I had the pleasure to meet up with the Team, at RIAT, just after Saturday’s jaw dropping performance! They are (left to right): Paul “Wokkel” Webbink, Joey Boertjes, Martijn “Pokon” de Jong, Raymond “Casper” Laporte, Roland “Wally” Blankenspoor, Peter Klootwijk, Erwin Veenstra and Benno Vlijm. The Apache loops, rolls, does hammerhead dives, vertical rolls, flops and even bows to the audience! The demonstration is absolutely fabulous and it is truly amazing to watch! (continued on page 38)





©2010 Laszlo Nyary

The performance starts off with a fly-by of the Apache with the RNLA Solo Demonstration Team's F-16AM flying in formation and if the weather permits with smoke trail from one or both smoke pods resembling missiles attached to the wing tips of the F-16. Shortly after that the F-16 banks off, to return later on for their own display. The Apache is piloted by Major Raymond "Casper" Laporte, and has been flying the AH-64A model since 1998. His co-pilot is Captain Roland "Wally" Blankenspoor, and this is his first season with the team. I hope both the RNLAH AH-64D Apache Solo Display Team and the F-16 will soon visit North American venues, as their incredible flying skills will win many fans on this side of the Atlantic, and will wow any audience!



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AMERICAN HUEY 369

By Laszlo Nyary with photos as noted.



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While attending the Indianapolis Air Show, I was introduced to John Walker, one of the founders of the AMERICAN HUEY "369" by David D. Jackson, the Warbird Chairmen for the air show.

John and Alan Walker (brothers and business partners) of Peru, Indiana, are the founders of AMERICAN HUEY "369" and are committed to remembering the American Veterans and the Huey aircraft they depended on while in Vietnam. John was a Marine Corp helicopter pilot and Captain who flew the Huey and other helicopters while in the service.

John introduced me to his brother Alan and to the members who attended the air show, and told me about their mission. Their Bell Huey UH-1H Helicopters; Aircraft 369 (serial# 70-16369) and Aircraft 803 / Warrior 11 (serial# 63-08803) are both, essentially, flying museums. With their members, they educate all generations on the history of the American made Huey flown in Vietnam and its last 50 years of service in the U.S. Military.

I was always fascinated by the types of helicopters that served in the jungles of Vietnam during the conflict. However, until now I have never been truly close to one, fly in or seen them in action, except seeing these helicopters in such classic films as *Apocalypse Now*. It was a real thrill to see them up close, to sit in the cockpit, and to hear the distinctive sound of their rotors the "whoop-whoop" sound as they rotate. What was even a larger thrill, in many ways a thrill of a lifetime was to fly with them in a two ship formation for about 40 minutes circling Mount Comfort airport several times and then to fly off to the Indiana country side. I would like to thank John, Alan, and all their members of the AMERICAN HUEY "369" who showed such great hospitality, and for their interesting stories about these two warbirds.

A brief history of these helicopters:

“369” was delivered to the U.S. Army and assigned to the 498th Medical Company. The “369” would fly as an Air Ambulance “Dustoff” aircraft. The 498th was deployed as a company to Vietnam in 1965 and returned to the U.S. (Ft. Jackson, South Carolina) by 1972. From 1976 to 2001, this helicopter served with various Army units, until it was replaced by the Sikorsky UH-60 Blackhawk helicopter. In 2001, “369” was acquired by the DEEMI (Down East Emergency Medicine Institute) of Maine. In 2005 the “369” was acquired by the AMERICAN HUEY 369.

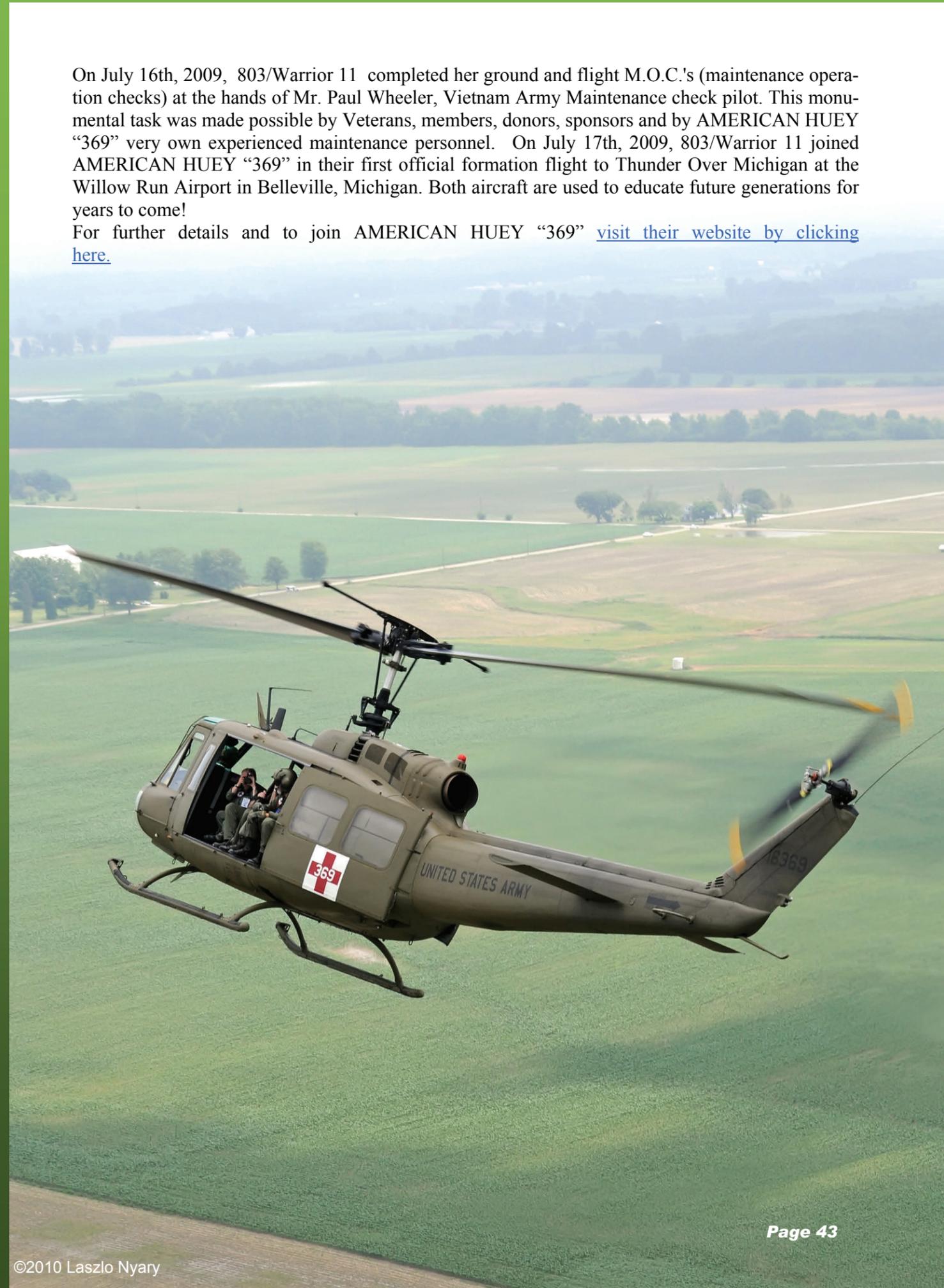
“803” was delivered to the U.S. Army Fort Benning, Georgia, in 1964. She arrived in Vietnam September, 1965, to the 1st Cav., 15th Med. BN.(APO 96490). “803” flew as a Medevac Air Ambulance for the first two years in Vietnam. In 1967, she was transferred to Soc Trang, to the 336th Assault Helicopter Company (Warriors and T-Birds) “Warrior 11” flew as a slick. On March 8, 1968, she crash landed in a burning LZ, her skids ripped off, the a.c. shut down, she was restarted and flown 45 minutes back to Soc Trang and landed on sand bags. Later that month 803/Warrior 11 was shipped back to ARADMAC, N.A.S., Corpus Christie, Texas, for complete overhaul repairs and inspections (completed September 13, 1968). In 1969, she was transferred back to Fort Benning, Georgia. In 1972, she was converted from a D model to an H model. In 1976, she was transferred to the Massachusetts Army National Guard, where she would fly for the next 18 years. In 1995, she was retired by the Army, and was transferred to the Burgard Vocational High School in Buffalo, New York. Eight years later, this rich in history Huey was donated to the Niagara Aerospace Museum, Niagara Falls, New York. In 2005, this historically rich Huey was donated to and rescued from the outdoors by the members of AMERICAN HUEY “369”. At first the 803/Warrior 11 was restored as a static display. In October 2007, it was decided to restore 803/Warrior 11 back to flight as well. In 2009, after 18 months and several work weekends, 803/Warrior 11 would take to the skies again!



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On July 16th, 2009, 803/Warrior 11 completed her ground and flight M.O.C.'s (maintenance operation checks) at the hands of Mr. Paul Wheeler, Vietnam Army Maintenance check pilot. This monumental task was made possible by Veterans, members, donors, sponsors and by AMERICAN HUEY “369” very own experienced maintenance personnel. On July 17th, 2009, 803/Warrior 11 joined AMERICAN HUEY “369” in their first official formation flight to Thunder Over Michigan at the Willow Run Airport in Belleville, Michigan. Both aircraft are used to educate future generations for years to come!

For further details and to join AMERICAN HUEY “369” [visit their website by clicking here.](#)



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2010 Air Show Photos

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Static and action photos from the 2010 Joint Service Open House at Andrews AFB on both pages.



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Rhode Island National Guard Open House Air Show June 26, 27 Quonset Point, Rhode Island on both pages.



More from Rhode Island National Guard Open House Air Show

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Red Bull Air Race was held at New York City, June 19 20. This event is better described as formula 1 racing with wings takes an extreme amount of skill to fly at these events. The aircraft enter the 3 mile course at a maximum speed of 236 mph and can complete the course in as little as 1 minute 10 seconds, pulling up to 12Gs through the pylons which are 70 feet high. Paul Bonhomme (UK) won first place with a time of 1:12. Adding to the excitement was the backdrop of the Manhattan skyline.



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Laszlo,

NICE JOB! You are truly gifted aviation photo dude!

R+10, Air Boss, Indianapolis Air Show, Indianapolis, IN.



Laszlo,

I like what you are covering in TheMagazine. Warbirds and Modern military.

David Jackson, Indianapolis, IN.

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Jordanian C-130H leaving RIAT Fairford, UK, on Monday July 19th.



The Magazine

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