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The Magazine



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- ✈ Surviving a tornado at SUN'n FUN 2011
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Cover: Major Dylan Thorpe, A-10 Demonstration Pilot at Wings over Wayne, photo by Laszlo Nyary.





Behind the Lens & to the point

By Laszlo

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

Now that the air show season is flying, we have noticed several changes at these events. There have been changes to many of the Board of Directors not necessarily for the good. Air shows are downsizing and several cancellations due to new economic realities we all face.

We too, have made some changes to our small "staff" of contributing photographers. We welcomed new contributors and let some go. For us, it is important to have like minded contributors. With our expanded staff we will be able to give a better worldwide coverage when it comes to air shows and aviation interests. Of course, we have to be selective as to what we can cover. We prefer covering aviation events that appreciate our presence, reviews and feedback for potential improvements for their next event, and we will skip air shows where their **media** people and **directors** rather work against than with us. Since our inception just over one and a half years ago, *The Magazine* has been downloaded by over 140,000 readers worldwide, and our readership is growing. This clearly shows to us that we provide a valuable service for the event organizers to reach additional potential spectators for aviation related events.

If you would like to keep *The Magazine* **FREE** help us with your donation! Any amount is much appreciated and it is easy to do through PayPal. Just click on the "Donate" link, this will take you to our site and look for this button on the page, and make your donation.



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

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Working with Warbirds is always interesting, although interesting can also be called challenging.

If you are involved with aircraft that are 50 years old, originate in a non English speaking country, finding proper documentation can be interesting. My most recent search has been for the maintenance manuals for the Mig 15. While the Mig 15 was the most prolific fighter ever built with estimates between 16,000– 18,000, the Mig 17 is more favoured by current pilots to restore. Since the interest in the Mig 15 is less so is the available paperwork.

My search is taking me to the far reaches of the planet in a quest for the elusive maintenance manuals. I have been calling friends and friends of friends, emailing and searching the internet for the information that will lead me to these necessary manuals. Next time I write I hope to have found them or its going to be a lot of translating Russian to English...

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Auf Wiedersehen to the German F-4F Phantom II

Co-written by Laszlo Nyary & Peter Thivessen, photography by Peter Thivessen





Manfred Freiherr von Richthofen

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On March 22, 2011, Peter Thivessen our contributing photo-journalist had the opportunity to visit the Jagdgeschwader 71 (JG 71) Richthofen Fighter Wing of the German Luftwaffe at Wittmund Air Base. The base is located approximately 6 km west of Wittmund, Lower Saxony, in the northern area of Germany, only about 20 km from the North Sea coast. Coordinates: 53°32'53"N 007°40'03"E The JG 71 fighter wing was named after the legendary WWI Ace "Red Baron" Rittmeister Manfred Von Richthofen, on the 43rd anniversary of his death in 1961, by President Heinrich Lübke of the Federal Republic of Germany.

In 1974, the JG-71 obtained its first F-4F Phantom II. With 37 years of service, the F-4F Phantom II, is the longest serving fighter aircraft in the Luftwaffe. Today the F-4Fs only operate from the Wittmund AFB in two squadrons: the 711 "Seven Eleven" and 712th. JG 71 is part of NATO's Immediate Reaction Force. Additionally, the squadrons are used for air-policing measures to protect the airspace over Germany. Despite the age of the F-4F Phantom II, thanks to modern avionics, they are still well suited to fulfill Quick Reaction Alert (QRA) interceptions and provide the best possible training for future Eurofighter Typhoon pilots.

The JG-71 is on a 24/7 readiness to intercept unidentified aircraft over Germany with four armed F-4F Phantom II's. Once the alarm for the QRA sounds, they must be in the air within 10 minutes. The Phantoms are armed with the AIM-9L Sidewinder missiles. The pilots love their Phantom and appreciate the large open airspace available over the North Sea. The area of space is similar to the amount of space for the "Red Flag" exercises in Nevada. The highly trained ground personnel with excellent maintenance facilities help keep the Phantoms on stand-by and ready for flying. The ratio of maintenance hours versus flying hours is 80:1.

The era of the F-4F II is slowly coming to an end. Soon the characteristic plumes of smoke from the F-4F II above the air base in Wittmund will be no more. According to current plans, the first Eurofighters are scheduled to land in 2012. The wing will operate with a mixed fleet, while Phantoms are gradually phased out. The F-4F II is scheduled to be in service until 2013. Currently, 44 aircraft are in the operational phase on the base. This number will drop to 25 by mid 2011, then to 14 in 2012, and in the last year of service, 2013, only 6 will fly. The flight hours have been greatly reduced from 6500 hours in 2010, to 3000 hours in 2011, 1800 hours in 2012, and only 700 hours for 2013, and those hours, only used for the QRA.

Both the pilots and technical personnel in Wittmund are ready for the conversion to the Eurofighter aircraft. The flying simulator building is ready but any further work has been stopped. Whether the Eurofighters will replace the Phantoms is a mystery. Perhaps it is just in the stars! The German government will continue to combine air bases to reduce costs and several will also be closed. While it is uncertain at the moment, Wittmund could be affected. A decision is expected in the coming months. Perhaps Wittmund will be phased out earlier than planned initially. Events can happen very quickly and the air base can be closed forever.

We would like to thank Herr Uwe Cremer, Oberstabsfeldwebel Jagdgeschwader 71 "Richthofen" for his gracious assistance in making our visit a memorable one.

So, we enjoyed the "last days" of the German F-4F Phantom II, and we at Air Shows Review, say a quiet "auf wiedersehen".



One of the F-4F Phantom II, on stand by for the daily exercise flight.



Jagdgeschwader 71 "Richthofen" Fighter Wing, Wittmund Air Base.





Soon the above will cease to exist and will be replaced perhaps with the Eurofighter, below.



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The last days at Reims!

Report and photography by Peter Thivessen

Reims - Champagne Air Base (French: Base Aérienne 112 Reims-Champagne) is a Front-line French Air Force (French: Armée de l'Air (ALA) NATO air base. The base is located approximately 4 miles (6.4 km) north of Reims; about 81 miles (130 km) northeast of Paris.

In mid-April, the Mirages F1Bs will leave the base, at the end of June 2011 all the remaining Mirages F1CR and F1CT will leave and soon after that the air base at Reims will close forever.

Probably half of the Mirages will go in storage and the rest will move to BA118 Mont-de-Marsan.



Armée de l'Air



Mirage F1-B

Mirage F1-B

Mirage F1-B

Mirage F1-B

Mirage F1-B





Mirage F1 B



Mirage F1 CR



Mirage F1 B

Armée de l'Air



Mirage F1 CR



(left) Mirage F1 B (right) Mirage F1 CR



A-10 West Demo Team



USAF Thunderbirds



Dropping in at the Luke AFB Open House and Air Show

For the review of the Luke AFB event in Arizona, please visit our site by clicking here: www.AirShowsReview.com All images by Kaspar Zdenek Jr.



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2011 GULF COAST SALUTE OPEN HOUSE AND AIR SHOW

Tyndall Air Force Base

For the review of the air show please visit our site by clicking here www.AirShowsReview.com Photographs by Kaspar Zdenek Jr. Above: T-33 Shooting Star, in 1959 Thunderbird livery. Below l to r: B-25, HC-130, F-22, F-22, Pitts S-1 of Michael Wiskus, and the USAF Thunderbirds.

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This year's convention was a bit out of the ordinary. Some of the show's airborne attendees were delayed for their arrival on Tuesday the 29th due to weather to the north of the Lakeland area.

Wednesday brought the weather closer, and by Wednesday evening heavy rains were drenching the show grounds, cancelling the air display and sending the many tenants of the campgrounds scattering. The weather also delayed the arrival of the F-22A Raptor and US Navy Blue Angels. Thursday brought what no one thought could strike – the day started out with a slight drizzle that, around 3:00pm, turned into a heavy downpour. The rain shrouded vision to less than 20 feet, and the wind picked up in advance of what was later determined by the National Weather Service to be an EF-1 tornado. Major news networks incorrectly reported of building collapses, but the damage was nonetheless severe. Over 40 aircraft were damaged beyond airworthiness, with many of them having to be written off as total losses. Many of Zenith and AirCam's airplanes were totaled by the winds and some came to rest on or among aircraft over 100 feet away. A Cessna Caravan was flipped onto its back, crushing the vertical stabilizer. Many other planes were pushed into ditches or across fields, like a DC-3 that seemed to teleport during the storm from the heavy parking area on the runway to the field adjacent to the home-built area. An emergency team was immediately assembled by the Sun 'n Fun staff, and they were promptly activated to 24 hour duty. Incredibly, the show was open for business by 8:00am on Friday 1 April, with much of the damage removed from the show grounds.

The rest of the weekend's weather was nothing short of perfect – few clouds and temperatures in the low 80sF/high 20sC for the airshow, and wonderful cool weather for the Friday night show and fireworks display. Additional details can be read at www.AirShowsReview.com



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WINGS OVER WAYNE OPEN HOUSE airshow

BY LASZLO NYARY PHOTOGRAPHY AS NOTED





©2011 Ricardo von Puttkammer

WOW! What an event, as in many ways it felt like being on a roller coaster ride! Several highs and lows, mostly due to weather! Friday's media day was sunny with pleasant temperatures, Saturday it was overcast, very windy, and quite cold, then the show was cancelled, then rain, thunder, and tornados in the area followed by Sunday's bright blue skies and pleasant temperatures. The AFB did a great job, with their safety first attitude!

Seymour Johnson Air Force Base is the home of the 4th Fighter Wing. The 4th Fighter Wing is a direct descendant of the World War II 4th Fighter Group, the United States Army Air Force VIII Fighter Command unit formed from the members of the Royal Air Force Eagle Squadrons. The fighter squadrons of the Royal Air Force were formed prior to the United States entry into World War II with volunteer pilots from the United States.

The wing consists of four squadrons of F-15E Strike Eagles:

333rd Fighter Squadron Lancers "Red Fin Flash"

334th Fighter Squadron Eagles "Blue Fin Flash"

335th Fighter Squadron Chiefs "Green Fin Flash"

336th Fighter Squadron Rocketeers "Yellow Fin Flash"

SJ AFB is also home to the F-15E Strike Eagle Demo Team. One of the favorite teams of this reviewer due to the F-15E's capabilities apart from the dual-role fighter designed to perform air-to-air and air-to-ground missions; it is large, fast and loud! Thrilling to watch if one likes fast jets.

The two day event usually draws large crowds, but due to Saturday's inclement weather, the organizers announced a briefer schedule with many acts that were moved up. Four F-15's in formation roared across the sky as the National Anthem was sung followed by the Golden Knights, but it became quickly obvious that the high winds would jeopardize the safety of the flyers as well as the public and Saturday's event was cancelled at 11:30 a.m. It was a good call as a tornado touched down just near the AFB later on.

Sunday's event was excellent, and according to the announcer, with "record breaking crowds." The spectators were thrilled by many acts such as the Sky Soldiers AH-1G Cobra helicopters, Tora, Tora, Tora from the Commemorative Air Force WWII re-enactment of the 1942 Pearl Harbor attack, A-10 East Demo Team, F-4 Phantom East Demo, the Strike Eagle Team, and the ACC Heritage Flight with several civilian performers. Interestingly enough, Jacquie Warda and her beautiful Red Eagle Pitts S-1T Bi-plane while present, was not on the performers' list, and many could not understand why she was not a performer and only as static? A feeling shared by Jacquie, when I asked her.

There was a special ceremony honoring the Tuskegee Airmen during both days. The closing flying act was the awesome performance of the Thunderbirds! There were several civilian aircraft, WWI and WWII and modern warbirds on display including: the B-17F Memphis Belle, Hawker Hurricane, P-40 Warhawk, and the F-22 Raptor. There was a large Kid's Zone, Flight simulator, several demonstrations such as the military working dog demo, and even some hot cars. Sunday concluded with a free concert by country star Tracy Lawrence.

Over all, it was a great air show to attend, despite the weather situation. I wish to thank all who helped our team of photographers and for their warm hospitality, especially thanks to: Robin DeMark ACC 4 FW/PA, TSgt Tammie Moore ACC 4 FW/PA, and their wonderfully helpful staff; Major Mike "CASH" Maeder, Captain Steven "BUDA" Bofferding, Master Sgt. Michael E. Pate of the F-15E Strike Eagle Team; Major Dylan "HABU" Thorpe and his A-10 Team. You, are all great examples of the professionalism of the USAF!



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F-15E STRIKE EAGLE DEMO



Maj Mike "CASH" Madder and WSO Capt Steve "BUDA" Bofferding



2011 Team (l to r): Staff Sgt Hai HO, SrA Blakeley Murduck, Staff Sgt Ryan Forsee, SrA James Thompson, Master Sgt Michael Pate, Pilot Maj Mike "CASH" Maeder, WSO Cpt Steven "BUDA" Bofferding, Staff Sgt Craig Wyman, Staff Sgt Nathan Krueger, Staff Sgt Matthew Oliver, Tech Sgt Gregory Wright.





WINGS OVER WAYNE OPEN HOUSE airshow



Photographic images © 2011 Laszlo Nyary
F-15E (left) Thunderbird 5 Solo (above)
and Matt Younkin's Twin Beech 18 (below).



A-10 EAST DEMO

Photography by Laszlo Nyary



The A-10 East members at Seymour Johnson AFB.
Left to right

- SrA Kyle Myers
- MSgt Matt Harris
- Maj Dylan "HABU" Thorpe
- SSgt Ken Martey
- SSgt Ryan Ball

This A-10, with Tail #964, is one of 2 A-10s with an air-air kill, shooting down an Iraqi Mi-8 in Desert Storm with the Gatling Gun in 1991.



A-10 EAST DEMO



A bit of history about this particular A-10 with tail #967, was hit by a Surface-to-Air Missile in Kosovo, and brought back with one engine and massive battle damage. It was repaired by maintenance and flying within 2 weeks, but there are still scars in the skin where the damage was repaired. Finally, the three color tail cap is new this year and only featured on the demo aircraft. It is a combination of all three of the 74th, 75th, and 76th tail flashes. Thank you Maj. Dylan "HABU" Thorpe for the above information and for the spectacular flying!

Photography by ©2011 Laszlo Nyary



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Kawasaki C-1
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Mitsubishi F-2B
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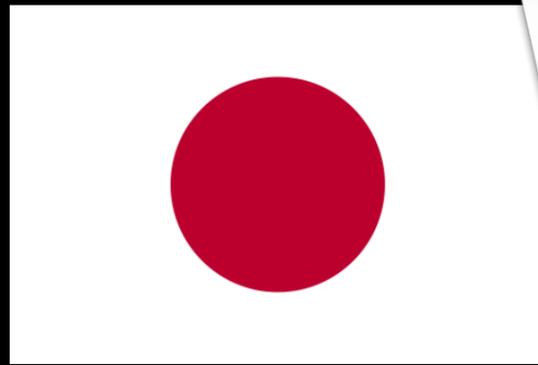


F-4 Phantom II
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Fuji T-7

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Kawasaki T-4
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Joint Warrior 1/2011



Co-written by: Peter Thivessen, Wolfgang Jarisch and Laszlo Nyary. Photography as noted.



© 2011 Wolfgang Jarisch

Joint Warrior (JW) is a tri-service exercise held twice a year; in spring and in autumn. It is the largest tactically focused exercise in Europe for the UK and allied forces in the north-east region of Scotland and over the North Sea. The exercise involves not just aircraft and land forces, but a large number of naval forces as well; including the Canadian Frigate HMCS Athabaskan. The maritime area in this section of the North Sea is closed for normal traffic during the exercise. The spring exercise this year was held between April 4th and 15th for two weeks at Kinloss AFB and Lossiemouth AFB which are about 30 kilometers apart.

Our European correspondents; Peter Thivessen and Wolf Jarisch, were planning to attend Joint Warrior 1-11 since January on the behalf of The Magazine. As the weeks passed rapidly, the political situations changed even at a faster rate due to Libya, according to Wolf, who resides in Steyr, Austria. The question arose "should we go or not?" The answer was obvious! Thus, the plan was set into motion. The distance of 2300 km one way; 800 km from Steyr to Mönchengladbach, Germany, Peter's home town, and from there an additional 1500 km (including the ferry from Dünkirchen to Dover) by car. For sure a long drive, but for our enthusiast correspondents to get the report, it was not a problem! It took Peter and Wolf about 20 hours non-stop, alternating behind the steering wheel, for them to drive from Mönchengladbach to Lossiemouth, in the northern highlands region of Scotland.

This region of Scotland is called Speyside. The region is also the home of the world's famous Scotch "whisky" regions. One can find within 80 kilometers around Kinnie and Lossie, most of the famous distillery names. In case of bad weather, visiting and sampling at the distilleries were an alternative and tasty option. But we recommend if one is doing some sampling NOT to drive!!

A typical JW includes between 20 and 30 Naval participants, including aviation, surface and sub-surface units. In addition, around 75 aircraft participate, representing a wide variety of air power capabilities including fast air, Intelligence Surveillance Target Acquisition and Reconnaissance (ISTAR), Maritime Patrol Aircraft (MPA) and Command and Control (C2) assets flying at a daily rate of approximately 100 sorties. Ground based air defense (GBAD) units are also regular participants. JW regularly attracts participants from all major European nations, the United States, Canada, New Zealand and Australia. A period of formal Operational Sea Training (OST) is normally required prior to the Exercise for navies who do not regularly participate in JW. UK participating aircraft include: Typhoon, Tornado GR4, VC10, Tristar, Sentinel, E3D and Hawk. They are all based in RAF Kinloss. Also were the F-15 from Lakenheath, NATO EA3 from Geilenkirchen, and Maritime Patrol Aircraft from US, Canada and France.



However this year, due to the Libyan conflict, several international air force participants scaled down or cancelled entirely their participation. In addition RAF Kinloss will be closed in the near future, and this will be the last time the base is used as part of JW. At this time only four Royal Navy T1A Hawk from Culdrose, six Dassault Falcon 20 from FRADU (Fleet Requirements Air Direction Unit) are operated by the contractor Serco Defence and Aerospace), two French Navy Breguet Atlantic's II (Nr.2 and 6) and two Lockheed P-3C (one should be a NP-3C Nr. 001, 204) from the test and evaluation center VX20 in Patuxent River, were stationed at RAF Kinloss.

Therefore, our correspondents concentrated their main focus on the nearby base RAF Lossiemouth (EGQS Runway 05/23 and 10/28). RAF Lossiemouth is home of the 12(B) Squadron, 14 Squadron (which will be disbanded in June this year), 15(R) Squadron, 617 Squadron all are flying the Tornado GR4s and GR4As and 202 Squadron which is flying the Westland Sea King HAR3 helicopters.

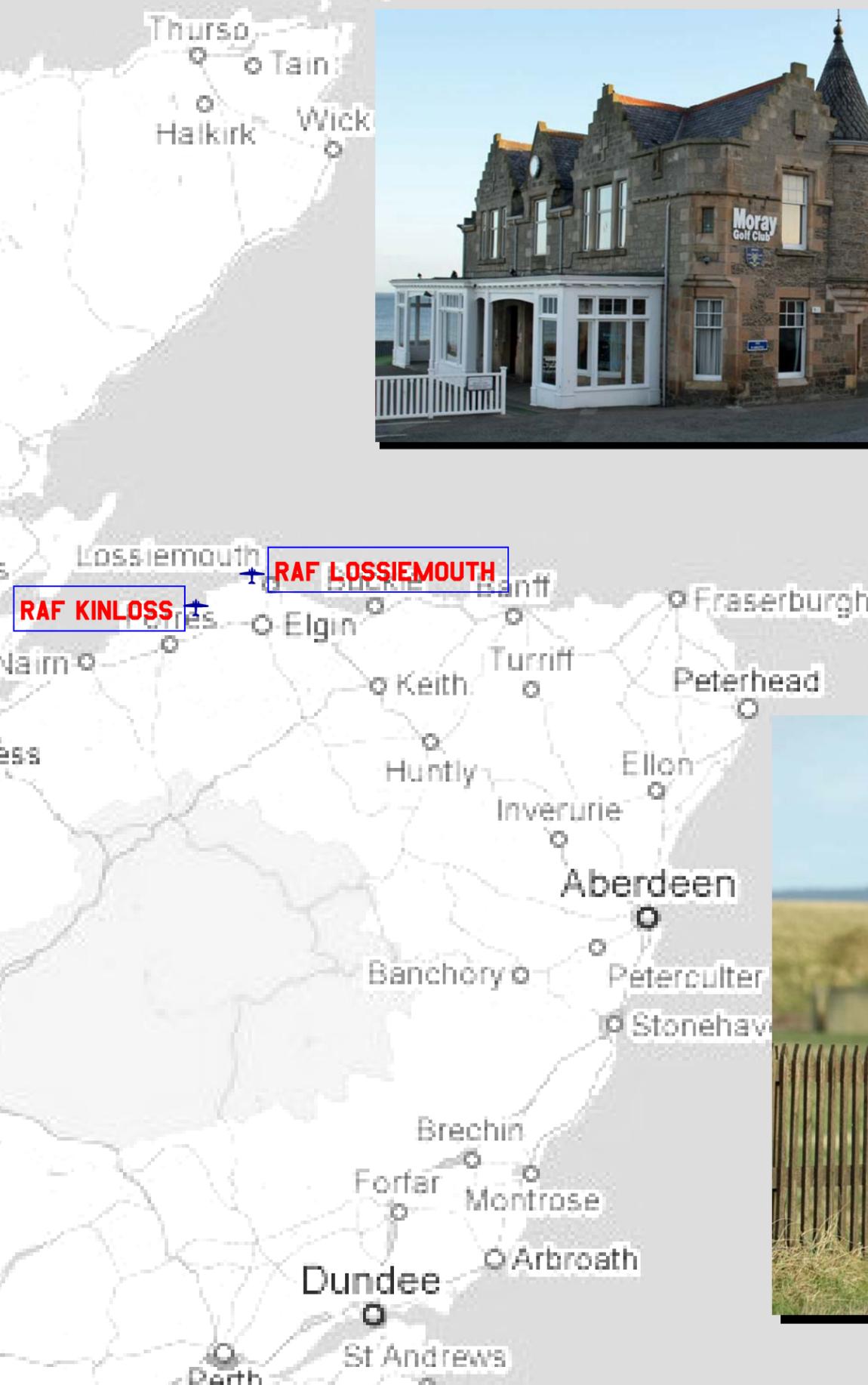
In view of the operational deployments, many of the Tornado GR4 aircraft did not carry any squadron markings. On the bright side, the fleet had been allocated with fixed codes, which made it a lot easier to identify individual aircraft! The serial number of the aircraft is painted on the rear fuselage, just behind the wings and invisible due to the underwing payload.

Unfortunately a number of Tornados were deployed to the USA for an exercise. Several Tornados are presently deployed in Afghanistan and numerous Tornados were moved to air bases in Southern Europe for the Libyan No Fly Zone enforcement.

According to Peter and Wolf, "Throughout our visit to RAF Lossiemouth, we noticed a lot of night flying activities, and spotted three German RECCE Tornados from AG 51 "Immelmann" from Schleswig Jagel. The German Tornados were providing reconnaissance support for the JW, over Scotland."

Our crew stayed for five days near and around RAF Lossiemouth and RAF Kinloss. They started each day early with a fully cooked "Scottish" breakfast with a great view of the nearby Morray Golf Club next to the RAF Lossiemouth. The scenery was wonderful and the early morning light was indescribable for photography in Lossiemouth, close to the armed aircraft. The light conditions as well as the weather can change in an instant in this part of Europe, "with strong and cold winds, indeed very strong and really cold!!" according to our crew as they continued. "Working for AirShowsReview can be hard, but we are lucky! Give us a whiff of kerosene, noise of jet engines—and the World is suddenly OK!" Closing the day with a good Scottish Single Malt, made the night even more perfect as the jets roared by the windows for their night flying exercises around Lossi.

If in the area do not forget to visit the famous Buccaneer service station in Elgin, where one can see a "Hawker Siddeley Buccaneer S.2" from the glory days of the cold war. Thus our wonderful week concluded in this part of Northern Europe, called Scotland.



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RAF KINLOSS



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Lockheed Orion P 3C in the early morning light (main image) later in the day (above) and taxiing.





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Breguet Atlantique ATL2 Nr. 2 from 21. Flotille in Nimes/Garons France.

Dassault Falcon 20 FRADU (Fleet Requirements and Air Direction Unit) aircraft from Bournemouth, providing ECM and radar threat simulation .

The logo for RAF Kinloss. It features a circular roundel with a red center, a white middle ring, and a blue outer ring. To the right of the roundel, the words "RAF KINLOSS" are written in a stylized, blocky font. The letters are filled with a pattern of the Union Jack flag.





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Breguet Atlantique ATL2 above and (2) Hawk T1A from Culdrose, below.



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RAF LOSSIEMOUTH

GR4 Tornados from RAF15. Squadron







Joint Warrior 1/2011

UK Tornado GR4s coming and going at RAF Lossiemouth.
All images by © 2011 Peter Thivessen.





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AG 51 "Immelmann" from Germany

The Germany Recce Tornado 44 69 with the yellow badge "Einsatzgeschwader-Masar-E-Sharif" indicates that it served in the support of the ISAF as part of the reconnaissance squadron in 2007 in Mazar-e-Sharif in Afghanistan.



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FRECCHE TRICOLORI REHEARSAL

Report and photography by Michele Giardini



Here we are, once again. As every year since the early 2000s the first training session of the Italian Aerobatic Team the Frecce Tricolori outside their home base at Rivolto took place in Cervia Air Base, former home of the now disbanded 21st squadron of the Italian Air Force.

During World War II the airfield was used by the United States Army Air Force Twelfth Air Force 79th Fighter Group, flying combat operations with P-47 Thunderbolts. The 79th used the airfield from 20 March until July 1945. After the war the base had a large history of jet fighters, which went from the North American F-86K Sabre, the Republic F-84F Thunderstreak, the Republic RF-84F Thunderflash, Fiat G91 Yankee, Lockheed F-104S Starfighter, Lockheed Martin/General Dynamics F-16A Fighting Falcon, aka the "Viper ". Today, after the sad demise of the Vipers and the disbandment of 21st Squadron, 5th Wing of the Italian Air Force, the airfield is the home base of 15th SAR Wing with HH-3F and AB-212 helicopters.



April 11th a wonderful (no clouds and blue sky with unlimited visibility) day started at 9:06 am with the arrival, for a touch and go, of Pisa based C-130J-30 MM62189 46-55 belonging to 46° Brigata Aerea. After that, the noise of 8 jets announced the arrival of the mighty Aeromacchi MB-339 PAN (Pattuglia Acrobatica Nazionale-National Aerobatic team), which landed on runway 12 at 9:47 am. At 10:01 am the remaining two MB-339 PAN landed as well.

With Italian precision, at 11:19 am the team took off to start their training session (it was scheduled to start at 11.00 am...). They made the full vertical show; the only notable difference between the training and the official shows is the use of white smoke only instead of the traditional red, white and green. It's funny to remember in these days of war against Libya, when the team was invited by Colonel Qaddafi to perform over Tripoli on 1st September 2009, "but only with green smoke", the official color of the Northern African country. Of course, immediately after take off, the Red White and Green of the Italian flag shone in the sky over Tripoli...

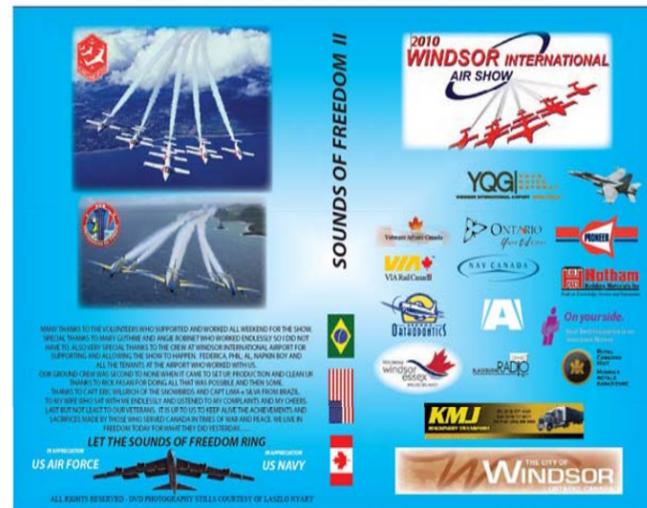
The demonstration over Cervia went absolutely well, the team is in good shape and is almost ready to start the official season (traditionally in Rivolto, their home base, on 1st May). The new pilots (usually one or two per season) are generally assigned to the team in May so that they can start off the aerobatic season as a "passenger". During their first season they start to come into contact with the world of air displays, experiencing from the rear seat of the MB-339 the same maneuvers admired by the public on the ground. The winter training begins in November until the end of April, and the new pilots are to play a direct part. The winter season is also dedicated to training all other pilots: the new recruits in fact involve changes in position and role also for the more senior pilots who are to follow a training course aimed at perfecting the aerobatic techniques that are part of their new role. The only new pilot for the 2011 season is Captain Mattia Bortoluzzi, former 51st Wing AMX pilot.

The demonstration ended at 11:48 with the landing, again on runway 12, of the last MB-339 (the solo mount, number 10 Captain Fabio Capodanno). After refuelling the team took off for Rivolto at 13:55, ending another wonderful day out. It was anyway a wonderful start of the 2011 season.



Links & Classified:

The official DVD of the Windsor International Air Show 2010 is now available! The DVD, which has just been released, features all of the aerial highlights of the air show including the incredible Brazilian Smoke Squadron display and amazing aerobatics of the Snowbirds



Order from <http://www.windsorinternationalairshow.blogspot.com/>



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