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The Magazine



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- ✈ Faaaaaaaaat Albert, a Dream ride with the Blue Angels
- ✈ Joint Warrior 2/2011 Scotland
- ✈ Blue Angels Homecoming Air Show NAS Pensacola
- ✈ Blue Angels 65th Anniversary
- ✈ Aviation Nation 2011 Nellis AFB
- ✈ Carrier in the City, and so much more...



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Cover: F-15C Eagle deploying flares at Nellis AFB, photo by Norman Graf.





Welcome to our **Free and green** February – March 2012 on-line issue of *The Magazine* by www.AirShowsReview.com.

The air show season in North America is about to start. It will be an interesting one to see how it will unfold without most of the ACC single-ship demonstration teams. Also, due to further cutbacks from the US military, makes one wonder if they will continue to have any fly-bys by the B1, B2 or even by the B-52 bombers, or will they supply any static current jets and helicopters in service? I wonder just how the absence of the demo teams will be overcome and who will stand in their place to draw in the crowds?

There are many warbirds in private hands, but their aircraft are getting older, and it costs lots to keep them flying, of course, there are civilian performers who can stand in, but never truly take their place. There is nothing like a F-15E Strike Eagle or a F-16 Viper thundering by near the speed of sound... I guess we are still lucky, the Blue Angels and the Thunderbirds didn't get axed! The F-22 single-ship demo is still around too, but will they fly in 2012?

We at *The Magazine* look forward to the 2012 with great anticipation. We will be adding additional photographers to expand our coverage and to attend and review as many events as we can!

If you are interested becoming one of our contributors, have a DSLR camera, located on the West Coast of the USA or Canada, located in the South-west USA, in Europe, Australia, Japan or Asia feel free to contact us: editor@airshowsreview.com



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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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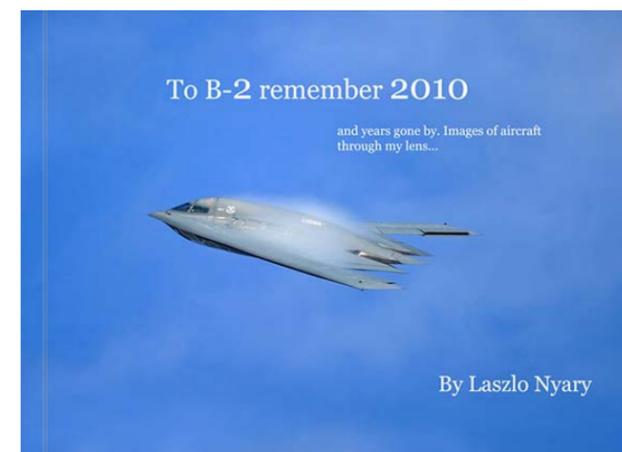


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2011
NAS JAX AIR SHOW
CELEBRATING 100 YEARS OF NAVAL AVIATION
ARTICLE BY DAN ADAMS
PHOTOGRAPHY AS NOTED



The air show at Naval Air Station Jacksonville, located on the northeast coast of Florida, was held on November 5th and 6th 2011 with a practice day for the media, military families and area school kids held on November 4th. As with most air shows, the weather was the wildcard this year providing clear blue skies on Friday, clouds and unseasonably cold weather on Saturday and more of the same (plus a little rain) on Sunday. Of course, the weather is the one thing air show organizers cannot control. However, for the elements of the show that were controllable, the organizers did a phenomenal job in both the air and on the ground.

The show was headlined by the U.S. Navy's Flight Demonstration Team, the Blue Angels. Also on display in the air were the world renowned aerobatic acts of Skip Stewart, Patty Wagstaff, Matt Chapman and Michael Goulian. Air Combat Command's A-10 East Demonstration Team, QF-4 Phantom East team (who brought two QF-4s, one in green camo and the other in a 'Euro One' grey scheme), a local P-3 Orion from VP-30 (the "Pro's Nest") and the U.S. Army Special Operations Command Black Daggers Parachute Demonstration Team rounded out the active military displays in the air.



Several warbirds also made appearances. The Horsemen Flight Team brought two P-51 Mustangs and two F8 Bearcats (although the Bearcats did not fly due to high winds). The Commemorative Air Force flew an SBD Dauntless, a Helldiver and a replica Mitsubishi Zero in an exciting demonstration that included a fair share of pyrotechnics. An A-4 Skyhawk flew a number of passes and then linked up with an F4U Corsair for a rare and spectacular formation flyby, followed by a solo performance by the Corsair. A T-28 Trojan and John Mohr's PT-17 Stearman rounded out the flying schedule. The USAF Heritage Flight was flown by the A-10, QF-4 and one of the Horsemen's P-51s. Skip Stewart, Patty Wagstaff and Shockwave returned to perform their joint demonstration called Tin Stix complete with amazing aerobatics and more pyrotechnics including a wall of fire. Finally, it was time for the Blue Angels to take to the air. As always, Fat Albert, the Blue Angels C-130T support aircraft with an all USMC crew, wowed the crowd with several maneuvers demonstrating the surprising agility and performance of the big transport. Then the Blue Angels took to the sky and performed as crisp and precise a demonstration as one can see at an air show. It was a perfect finale to an action packed show.

While the weather for practice day was perfect, if not a tad cold, with blue skies and bright sun, the weather on Saturday and Sunday left a lot to be desired. Several aircraft could not fly in the high winds, including the F8 Bearcats of the Horsemen and the World War Two Wildcat. The Blues were forced to fly their low show and the low temperatures (it did not even reach 60 degrees on Saturday) forced many people to leave early. But as always, the organizers did a great job putting everything they could into the air in as timely a fashion as possible. On Saturday, the A-10 suffered a blown tire as it landed after the USAF Heritage Flight and was tended to on the runway before finally being towed off to the side. While the show was delayed a bit, all were grateful that it was nothing more serious than a blown tire.



Static displays were curiously devoid of many of the specially painted Centennial of Naval Aviation (CONA) aircraft that one might expect from an official CONA event, but there were a few including a C-12 Huron, a T-6 Texan II, a TH-57 Sea Ranger and the P-3 Orion from VP-30 that flew an impressive demonstration was painted in a special "Strawberry 5" paint scheme commemorating the PBV Catalina aircraft that first spotted the Japanese fleet during the Battle of Midway. Among the statics were several historic aircraft including an F-14, A-7, SH-3, and an A-4 to name a few. Active military statics included an E-2C, C-2, C-40, P-3, C-130, a Blue Angels F/A-18 that was towed to the static line (rarely done at air shows) and a U.S. Customs Service P-3 AEW Orion.

Admission and parking were both free. While the weather certainly kept many people from attending the show on Saturday and Sunday, the venue was well situated to handle even larger crowds and traffic while entering and departing the show was handled well. The venue is a photographer's dream since the sun (when not blocked by clouds) is to your back the entire show. In the distance, the tall buildings of Jacksonville provide a nice backdrop.

The NAS Jacksonville Air Show is a great event to add to your schedule and is highly recommended. The flying is non-stop, the venue is superb and there is plenty to see both in the air and on the ground.





Photo ©2011 Atsu Tayake



Images ©2011 Atsu Tayake



A replica Mitsubishi Zero and a SBD Dauntles ©2011 Dan Adams

The F-14 Tomcat below and top right is rarely seen at air shows ©2011 Atsu Tayake



2011
NAS JAX AIR SHOW
 CELEBRATING 100 YEARS OF NAVAL AVIATION



A-4 Skyhawk with an F4U Corsair ©2011 Dan Adams



Faaaaaaaaaaaaaaaaat Albert!

A Dream Ride in the Blue Angels' Support Aircraft

Article and photography by Dan Adams

“Be careful what you wish for” is a piece of advice you hear all the time and yet frequently ignore. Perhaps that’s because once you find yourself wishing for something, it is hard to get out of your head until you are finally able to do it. As a correspondent for The Magazine I am afforded many privileges that allow me to get up close and personal to air show performers and their aircraft. It was on one such encounter that I had the privilege of meeting Fat Albert. Not that he needs an introduction, but Fat Albert isn’t a person, rather it’s the nickname of the Navy Flight Demonstration Team’s (better known as the Blue Angels) support aircraft – a hulking Lockheed C-130T Hercules painted in the Blue Angels distinctive blue and yellow scheme.

During the 2011 NAS Jacksonville Air Show, I was lucky to be selected as a passenger for Fat Albert’s demonstration flight during the show. In the days and hours before the flight, it was pure excitement that filled my thoughts when daydreaming about the flight. However, as my fellow passengers and I drove out to the ramp to meet Fat Albert up close, those prescient words of “be careful what you ask for” echoed in my head. I quickly downed two Dramamine, but would they be enough?

Although nowhere near as imposing as its larger big brothers, the C-17 Globemaster III and tremendous C-5 Galaxy, Fat Albert still manages to strike an imposing figure.

Despite its size, the bright, almost festive, blue and yellow paint creates a false sense of security that perhaps the ride I am about to embark on will not be so gut wrenching. Although I’ve seen the demonstration from the crowd and am fully aware that this C-130 is capable of maneuvers that seem improbable for an aircraft its size, there’s still no way to appreciate the ride I am in for. There is a small crowd of passengers milling about Fat Albert taking pictures and soaking up the moment. Among them are about ten sailors from the base, a P-3 Orion pilot from locally-based patrol squadron VP-30, several members of the media and two individuals who were invited to fly with Fat Albert due to contributions they made to their respective communities. We take pictures for one another in front of the aircraft and then explore the interior. The cockpit is painted as brightly as the rest of the fuselage. The first thing one notices is the complete lack of any electronic or digital gear in the cockpit that is so prevalent in modern aircraft. Fat Albert is definitely “old school.” Dials and switches cover every inch of the panel. The second thing that catches your attention is the hula girl doll attached to the very top of the panel. I am too preoccupied with taking in the scene and then getting ready for the flight that I forget to ask the story behind the doll. I still wonder about it.



Down the stairs from the cockpit is the cargo area where most of us will sit for the flight. It is dark and there are few windows, and those that are there are small and not at eye level. Luckily it is a cool day in Florida with the temperature struggling to reach 60 degrees, so Fat Albert's interior is comfortable. We wait for the crew briefing and engage in some (okay, I admit it) nervous chatter. No one quite knows what to expect. I speak with the pilot from NAS Jacksonville who is along for the ride and ask him if he ever flies the P-3 like Fat Albert is about to fly. He shakes his head and excitedly says, "No, nothing even close to this!" I'm comforted to know we are in the same boat (so to speak), but also find it a little disconcerting that an experienced aviator has the pre-flight butterflies too. As if to add emphasis that wasn't at all necessary, the crew hands out airsickness bags to each passenger. They recommend keeping the bags at the ready and add the following advice: "If you do get sick, and it *does* happen, make sure you have the bag handy. And please, make sure to keep the top of the bag sealed since we will experience weightlessness during several points of the flight and you don't want that stuff coming out." Be careful what you wish for indeed!

We took our seats and Fat Albert's pilot began his crew briefing as we listened in. The professionalism and attention to detail is awe-inspiring and leaves me with both a sense of pride in our military, and a sense of security that I am in good hands. Dismissing his crew, the pilot then turned his attention to his guests. He carefully ran through the entire routine, explaining each detail and maneuver he will perform. It is difficult to focus on his words as I realize we are minutes away from engine start. Luckily I am recording pretty much everything that is going on, so that when I recover from the sensory overload I can go back and watch what I experienced.

We are assigned to our seats and get strapped in. I am on one of the canvas benches that line the sides of the cargo area. Luckily I have a small window behind my left shoulder. I think I've done a good job with my seat belt having gotten it nice and snug when one of the crewmembers comes over and says "You might want to tighten that a bit more." His words send a shiver down my spine as I quickly do as I'm told – pulling the straps as tight as they will go. With my SLR in one hand and video camera in the other, I quickly realize that good pictures will be hard to come by and I put them away and concentrate on immersing myself in the experience.

In rapid succession the crew crisply goes through their pre-flight checks and the engines start. Before I know it, we are taxiing down the runway. The ride is fairly smooth and I start to convince myself that the flight may not be so bad after all. As I crane my neck to look out the window I see the crowd passing by alongside. I wave, wondering if anyone notices. We get to the end of the runway and turn around and prepare for takeoff. I gird myself for what is about to unfold – but find myself woefully unprepared for what comes next. It is the craziest roller coaster ride you can imagine multiplied by a million.

While the entire 13-minute flight is a complete blur, I will do my best to describe the sensations I experienced. There is the powerful hum of the four turboprop engines pushed to full power as the pilot holds the brakes firmly. I start to feel comfortable enough to take out my video camera and hold it up to the window to record the takeoff. Suddenly, the pilot releases the brakes and I feel myself thoroughly flattened toward the back of the aircraft by the incredible acceleration. No longer able to physically hold the camera to the window, I then concentrate my energy on trying to sit upright again. I finally pull myself into a sitting position as Fat Albert reaches the top of the takeoff climb. At this point, the nose is pushed over and I experience my first moments of sustained weightlessness. But for my securely fastened seatbelt, there's no telling where I would have ended up. The crewmembers in the back hold on to a ladder that is secured to the floor and are literally floating in the air. I have never seen anything like it. As I struggle to keep all of my things (including the contents of my stomach) in their place, I realize my fellow passengers are whooping and screeching with delight.

From where I am sitting, there is very little to use as a point of reference and most of the flight can best be described as being in a soda can in a washing machine. One second the window across from me is filled with the ground rushing by, the next second with the sky. I start to feel sick and abandon any attempts to take pictures and concentrate on preparing my airsickness bag. Finally, after 10 minutes that felt like an hour, I feel Fat Albert start to slow, hear the flaps extend, and know we are preparing to land. I feel relief. Then I remember how the pilot described the landing during the briefing - this landing will be unlike any other I have ever experienced. While a typical airliner approaches landing at a 4-degree angle, Fat Albert will descend at a 25-degree angle. The pilot brings Fat Albert to the brink of stalling and then points the nose to the runway. Within seconds we touch down on the runway and a split second later (if that) the pilot slams on the brakes and brings Fat Albert to a stop in less than 1,000 feet. Amazing.



Excitement. Exhilaration. Pride. Relief. Mostly relief. I enjoyed my ride on Fat Albert as much as I survived it. As soon as we pulled to a stop on the ramp and the door opened, I made a beeline for the cool refreshing air outside. After a few seconds, the color returned to my face and my relief turned to elation. I experienced something few people get to experience in their lifetimes and it was everything I thought it would be. Most of all, I didn't need to use my airsickness bag which, besides the obvious benefit, also ended up being a pretty cool souvenir.

My head still spins when I think about my flight on Fat Albert Airlines, but my wish definitely came true that day at NAS Jacksonville. It's true what they say; you should be careful what you wish for!

The author would like to thank Miriam Gallet and Kaylee Larocque of the public affairs office aboard NAS Jacksonville for their invaluable assistance during my visit. A special heartfelt thank you to the men and women of Fat Albert Airlines led by Captain John Hecker for their professionalism, courtesy and for the ride of a lifetime.



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Joint Warrior 2/2011



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

For the second time this year, AirShowsReview is back in Lossiemouth, Scotland, for the second part of the Joint Warrior 11 Exercises (JW). Our team consisted of our main European correspondents: Peter from Germany and Wolfgang from Austria. Just the beautiful scenery around Lossie alone, is worth the long drive.

AirShowsReview covered the first part of the JW exercise in our June 2011 issue. The second JW exercise for this year was held from 3rd to 13th October. The JW encompasses a programme of exercises conducted by land, naval and aircraft forces across the UK with the maritime element focused on the offshore and in the coastal waters to the northeast, north and northwest of Scotland. Joint Warrior provides joint training in a multi-threat environment for the UK, NATO and allied Forces to enable them to operate together that is very important considering the tensions in northern Africa and the Middle East.

Our team arrived on Monday the 10th, for the second week. Kinloss AFB was already closed, and most of the aircraft were concentrated in Lossiemouth. In addition several Eurofighters from the Royal Air Force and three German Tornados were also involved in the exercise, but they operated from Leuchars AFB. Our arrival was treated by 20 minutes of rain, with rain forecasted for the rest of the week, but this turned out to be for the most of the time, false. As during our stay, we had many hours of beautiful sunshine which allowed us to take high quality images in a large quantity. In fact, by the end of Wednesday, we had enough photos; we didn't have to spend the cloudy day on Thursday at the base. We decided to explore the nearby distilleries in the highlands, but that is another story.

On Monday morning, we saw a line of six US-Navy P3-C Orions and a CP-140 Aurora from the Royal Canadian Forces (407 sqdn. "Demon" from CFB Comox) and the ramp was full with Tornados from the 15th squadron. Opposite to the ramp, the former ramp of the disbanded 14th squadron parked a French Navy Atlantic ATL2 (Nr. 4 from 21./23. Flotille Lorient/Lann-Bihoué), seven Dassault Falcon 20s belonging to FRADU (Fleet Requirements and Air Direction Unit) based in Bournemouth, and eight Hawks T1A from Culdrose and Leeming (100 Sqn.).

The P3-C Orions were from NAS Jacksonville in Florida. Five P3-C aircraft from the VP-16 "War Eagles," eight combat aircrews and 70 percent of the squadron's maintenance department had packed their bags and headed to northern Scotland. The War Eagles were joined by aircraft from their sister squadron, the VP-45 "Pelicans." The VP-16 CAC's flew more than 40 sorties, as well as executing over 240 flight hours.



CP-140 Aurora from the RCAF, from CFB Comox, BC.

©2011 Peter Thivessen





P-3C LF-333 CAG of the US Navy

©2011 Peter Thivessen

The War Eagles flew sorties conducting anti-submarine, anti-surface and surveillance missions for the exercise. The US-Navy had one Orion permanently in the sky. The Orion sorties took about 6 hours. Therefore, we had the chance to see all the Orions taking off or landing by daylight during the week. All the days were very eventful with flight operations. Tornados, Falcons and the Hawks were going and coming. It was interesting to see the variety of the different weapons and target pods on the Tornados. We saw two Tornados with the TIALD Pod (Thermal Imaging Airborne Laser Designer Pod), while the rest of the Tornados flew with pods had the LDP Rafael Lightning pod. One of the Hawks was armed with the Aden cannon on the centre pylon and a CBLS (Carrier Bomb Light Stores) below each wing. Three of the eight Hawks (XX281, XX301 and XX337) wore the paint scheme from the "100 Years of Naval Aviation."



Hawk with special tail paint "100 years Navy"

©2011 Peter Thivessen



Hawk XX 199 with Aden cannon on the centre line and a CBLS (Carrier Bomb Light Stores) below each wing

©2011 Peter Thivessen

Several times the Canadian Aurora was involved in the missions, but not often enough for enthusiasts like us to photograph it in the best light of this rarely seen aircraft in front of our lens. The French Atlantic ATL2 we saw only one time preparing for mission and going out on the taxiway to the runway. Full throttle on and ready to take-off, but that did not last long. Some type of technical problems occurred and the aircraft returned back and parked on the apron. On the following day, a support aircraft from the French Navy, an Embraer EMB.121AN Xingu, with technicians and the required parts arrived, and on Thursday the Atlantic left for France.

On Thursday a seventh P-3C, a support aircraft from Jacksonville that belongs to the VP 5 "Mad Foxes" arrived with a nicely painted tail marking.

The week went fast and it was a successful trip for us. We had unusual warm weather and with very little rain. We took a lot of good pictures, and we met a lot of nice and interesting people. On the last day we drove to the base one more time and enjoyed the last hours. The weather was the best by far! In the afternoon it was time to say goodbye, and it was time to start the long way home by ferry and car.



Breguet Atlantique ATL2 Nr. 4 from 21./23. Flotille Lorient / Lann-Bihoué France; FAF

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- Embraer EMB. 121AN Xingu; FAF, above
- Falcon 20 from Bournemouth FRADU, top right
- CN235M-200 (Support) 62-IQ/156 from ET 03.062 Breil; FAF, bottom right
- Tornado GR4 No. XV (Reserve) Squadron from Lossiemouth, bottom left



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Joint Warrior 2/2011





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The US Navy's P-3C VP 45 "Pelicans" from Jacksonville NAS



A Panavia Tornado Tornado GR with the 1 million Flying Hours Markings

©2011 Peter Thivessen



Joint Warrior 2/2011



©2011 Peter Thivessen

Page 28 A lovely nose art on the French Breguet Atlantique ATL2 Nr. 4



Being noticed by the pilots of this Dassault Falcon 20 FRADU Page 29

©2011 Peter Thivessen



A Grumman F8-F Bearcat in the colours of the Blue Angels, above. The Marine MV-22 Osprey is about to land, below. Skip Stewart with John Mohr, top right.

All images ©2011 R. von Puttkammer



There were great flying display performances including the always impressive Otto the Helo, flown by Roger Buis, John Mohr's Stearman, Bill Leaf's T-6. Some of the other civilian performers were: Skip Stewart in his modified Pitts S-25, Bob Carlton with his graceful jet sailplane, Chuck Aaron flying the Red Bull MBB BO-105, the Geico Skytypers flying six SNJ-2s. One of the most interesting civilian acts of the air show was TinStix by Skip, Mohr and Shockwave Jet Truck with lots pyro.

Warbirds were represented by F8F Bearcat, F4U Corsair, SB2C Helldiver, P-51 Mustang, Douglas SBD, A6M2 Zero Replica, B5N2 Kate Replica, C-1 Trader.

The Corsair, Helldiver and the F-18F Super Hornet flew together in the Navy Legacy Flight. The Air Force Heritage Flight was flown with a P-51 and an A-10.

A flying display of the Elis-Curtiss Pusher helped celebrate 100 years of Naval Aviation. On the Static display there were several aircraft especially painted for the Centennial of Naval Aviation, H-57, T-39, C-12, two F-18s, two T-6 Texan IIs and two T-34Cs.

Modern aircraft flying displays and fly-bys were represented by F/A-18 Super Hornet, A-10C Thunderbolt II, T-45 Goshawk, T-39, T-6 Texan IIs.

On Friday night the traditional Pensacola evening show brought performances from F/A-18 Hornet, Otto the Helicopter, Bill Leff, Super Shockwave Truck, Bob Carlton, John Mohr, Skip Stewart and Chuck Aaron among other acts.

Plenty of food vendors were available. There were children areas available. Parking was free. Admission is free. Special seating could be purchased from \$7 (bleachers) to \$60 (flight line club).

This was another great NAS Pensacola air show. It deserves a 9.5 rating. I would like thank the following individuals for their help: Kathryn "Kathy" Holmes, Marketing, Special Events & Sponsorship Director, Patrick J. Nichols, Media Relations Director. Joe Fagundes, recipient of the Wright Brothers Master Pilot Award from the FAA and LDCR Thomas Vince Walters.



- Grumman C-1A Trader, above
- Interesting nose art of an A-26 Invader, right
- North American T-28C Trojan with the C1-A, left bottom
- NAVY Legacy Flight with the SB2C Helldiver F/A-18F Super Hornet and a F4U-Corsair, mid bottom
- LCDR Thomas Vince Walters of the VT-86, right bottom.

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A German Panavia Tornado IDS coming in for static display, from Holloman AFB, New Mexico.



A couple of Boeing AV-8B Harrier II on static display.

NAS Pensacola is the home of the Blue Angels, except during their annual winter training which takes place at NAF El Centro, in California.

All images ©2011 R. von Puttkammer



Blue Angels 65TH ANNIVERSARY

Article by Laszlo Nyary

In 2011 The Blue Angels celebrated their 65th Anniversary. With this in mind, I thought it would be interesting to take a look back to their history and highlight some of the air craft used by oldest formal flying aerobatic team over the years.

On April 24th, 1946, the Chief of Naval Operations, Admiral Chester Nimitz, issued a directive ordering a flight exhibition team to raise the public's interest in naval aviation and boost Navy morale. Rear Admiral Ralph Davison personally selected Lieutenant Commander Roy Marlin "Butch" Voris, a World War II fighter ace, to assemble and train a flight demonstration team, naming him Officer-in-Charge and Flight Leader. Thus the team was born. Their first demonstration took place on May 10, 1946, before the Navy officials. Initially, the unit was called the Navy Flight Exhibition Team based at Naval Air Station Jacksonville.

On 15 June Voris led a trio of Grumman F6F-5 Hellcats, specially modified to reduce weight and painted sea blue with gold leaf trim, through their inaugural 15-minute-long performance at their Florida home base, NAS Jacksonville.

In addition to the trio of Hellcats, the team employed an SNJ Texan, painted and configured to simulate a Japanese Zero, to simulate aerial combat. This aircraft was later painted yellow and dubbed the "Beetle Bomb". Their first support aircraft was a Beechcraft JRB (SNB) and was painted in standard US Navy colours. The Beechcraft was replaced shortly with R4D-5 Skytrain which had more carrying capacity.

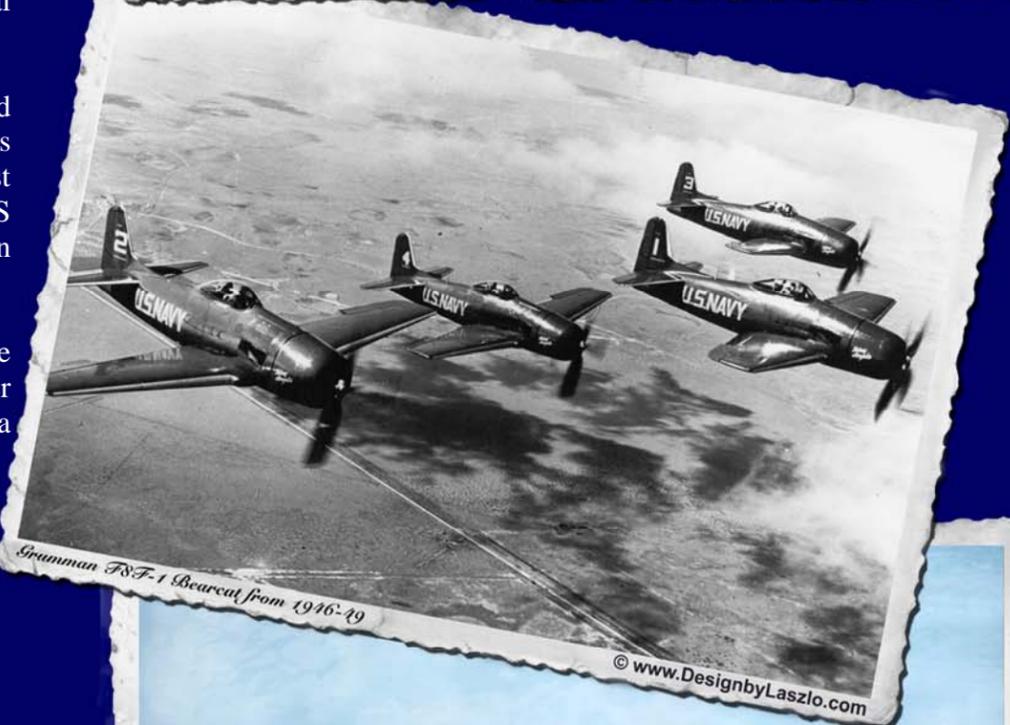
The team adopted the nickname Blue Angels in 1946, when one of them came across the name of New York City's Blue Angel nightclub in The New Yorker magazine. The first demonstration under the Blue Angels name was Omaha show, July 19 – 21, 1946.



Grumman F6F-5 Hellcat 1946 © www.DesignbyLaszlo.com



NAVY "Beetle Bomb" 1946-49 © www.DesignbyLaszlo.com



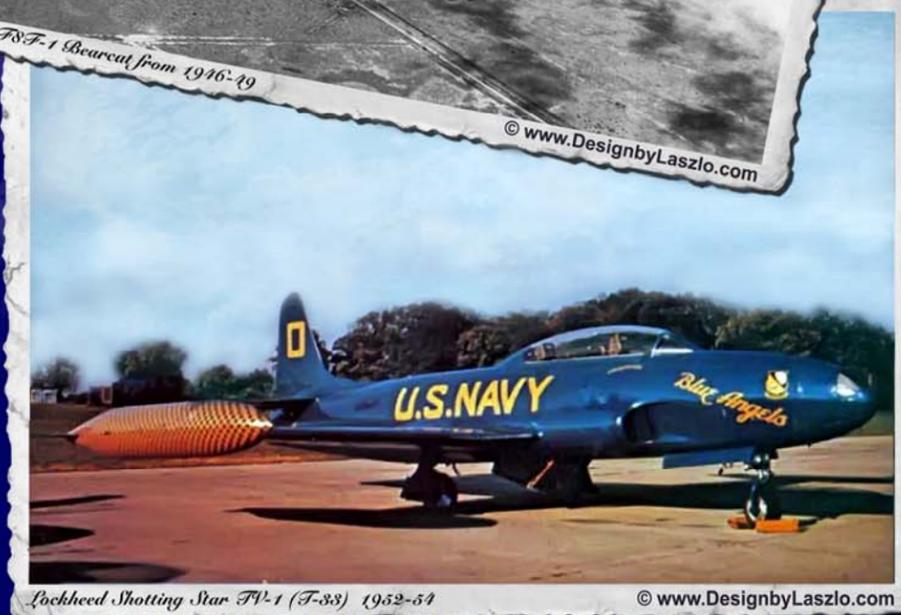
Grumman F8F-1 Bearcat from 1946-49 © www.DesignbyLaszlo.com



Grumman F9F-2 Panther 1949-50 & 1952-54 © www.DesignbyLaszlo.com



The original "Angels" front of the Hellcat 1946 © www.DesignbyLaszlo.com



Lockheed Shooting Star F9F-1 (F-33) 1952-54 © www.DesignbyLaszlo.com



Blue Angels 65TH ANNIVERSARY



Grumman F8F-1 Bearcat "Beetle Bomb" 1949



Curtiss R5C Commando 1953



Grumman F9F-8 Cougar 1955-1957

On Aug 25, 1946, the team moved on the Grumman F8F Bearcat airplanes, and the team now consisted of five aircraft. The SNJ was replaced in late January of 1949 with an all yellow F8F-1 "Bearcat".

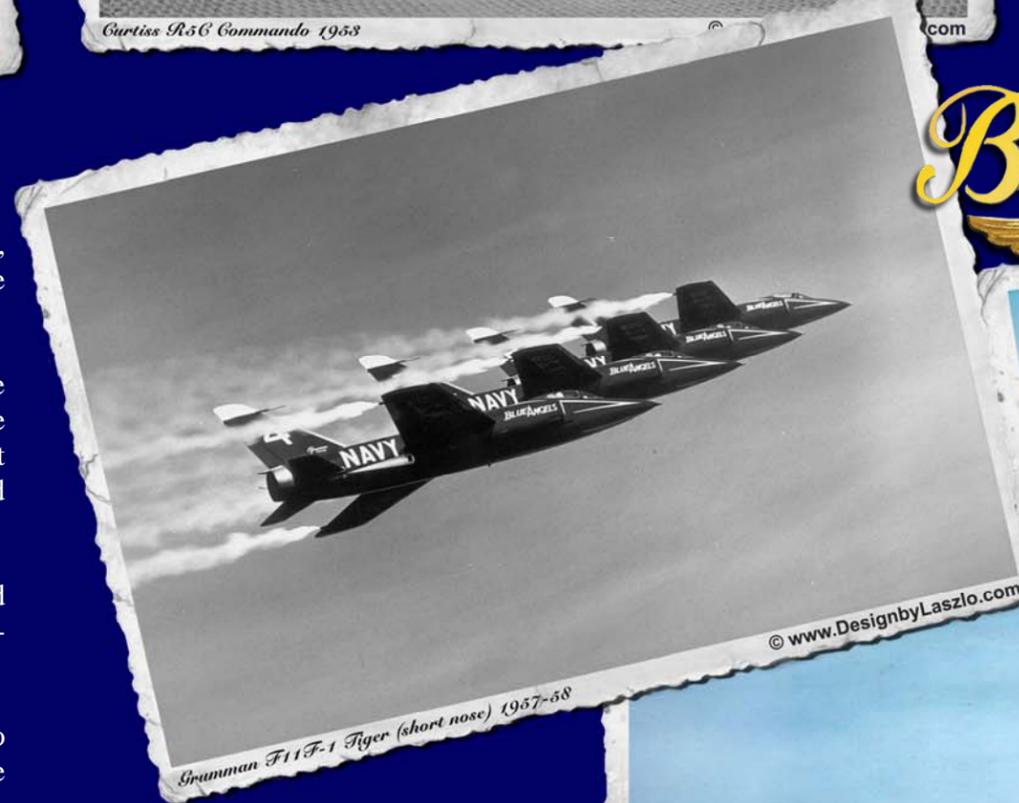
In 1949 the Blue Angels performed their first air demonstration with the Grumman F9F-2 Panther jet and continued to perform until the start of the Korean War in 1950. The Blue Angels were disbanded and ordered to combat duty onboard the aircraft carrier USS Princeton the group formed the core of VF-191 (Satan's Kittens).

On October 25, 1951, the Blue Angels were officially re-commissioned and were moved to the new team's home base at Corpus Christi, Texas. The aircrafts were the F9F-5 Panther, a faster version.

In 1952 the Chance Vought F7U-1 Cutlass was tried for a season as a solo aircraft. In the same year a Lockheed TV-2 Shooting Star, also painted in the team's colors, was given to the Blue Angels, used mainly by the PR officer.

In 1953 the team traded its Sky Train for a Curtiss R5C Commando. The Blues remained in Corpus Christi until the winter of 1954, when they relocated to their present home at NAS Pensacola. It was here they progressed to the swept-wing Grumman F9F-8 Cougar. Curtis R5C Commando was replaced with Douglas R4D-8 Super Skytrooper.

In Sept 1956, the team added a sixth aircraft to the flight demonstration in the Opposing Solo position, and gave its first performance outside the United States at the International Air Exposition in Toronto, Canada. The Blues also upgraded its logistics aircraft to the Douglas R5D Skymaster.



Grumman F11F-1 Tiger (short nose) 1957-58



Vought F7U-1 Cutlass Solo only 1952



Douglas R4D-8 Super Skytrooper 1953-1955



Blue Angels 65TH ANNIVERSARY



Grumman F-11C Tiger (long nose) 1959-1968

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McDonnell Douglas F-4J Phantom II from 1969-71

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McDonnell Douglas A-4F Skyhawk II 1974-86

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Douglas R5D Skymaster 1956-1968

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Lockheed C-121C Super Constellation 1969-70

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Blue Angels



Boeing F/A-18 Hornet USN 1986-2010 C/S 2011 in Transition

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In 1965 the Blues embarked on a European tour to a dozen sites, including the Paris Air Show, where they were the only team to receive a standing ovation.

In 1968 Skymaster transport aircraft was replaced with a C-121J Constellation. In 1969, The Blues transitioned to the McDonnell Douglas F-4J Phantom II, and upgraded to the Lockheed C-121 Super Constellation for logistics. In 1970 their first U.S Marine Corps Lockheed KC-130F Hercules (Bureau Number 150690) was assigned to the Blues, with an all-Marine crew.

In 1974 the Blue Angels received the status of official flight demonstration squadron of US NAVY and started to fly on McDonnell Douglas A-4F Skyhawk II. The plane #7 was TA-4 Skyhawk.

On 8 November 1986 the Blue Angels completed their 40th anniversary year during ceremonies unveiling their present aircraft, the McDonnell Douglas F/A-18 Hornet, the first multi-role fighter/attack aircraft.

At the end of 2009 the Blue Angels was pushed by the NAVY to abandon their famous JATO (Jet Assisted Take Off) short take-off with the C-130T "Fat Albert". Fat Albert used eight solid rocket boosters from Vietnam War era, which were very expensive to use in demonstration displays.



Lockheed C-130T Hercules "Fat Albert" from 1970 to date

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AVIATION NATION 2011 NELLIS AFB

REPORT BY RICARDO VON PUTTKAMMER PHOTOGRAPHY AS NOTED



Over 140,000 people came over the 2- day weekend to Aviation Nation 2011 held on November 11 and 12 at Nellis Air force Base, Nevada. This year the Nellis AFB Open House celebrated 70 years of airpower in Las Vegas. There was something for everyone to enjoy, with more than 100 aircraft on static display, 24 different aircraft flying throughout the day, children playing area and souvenir & food vendors.

The big surprise this year was the deployment of flares during air combat demonstration by F-15s and F-16s. This is something only seen at air shows in Europe, and it is nice to see it in an US air show.

On Sunday, spectators had a rare opportunity to see a B-2 Spirit fly-by over another B-2 on static display. Also on static display were a B-52 and a B-1. Therefore all three US Air Force bomber types were represented at the show. There was also a fly-by from a B-1, from Dyess AFB, on both days.

Among the exhibits on the ground was the CAF Red Tail Squadron's traveling exhibit "Rise Above" about the Tuskegee Airmen, with a red-tailed P-51C parked in front of the trailer.

The highlight of the aerial display was the USAF Heritage flight. This year three jet aircraft flew in formation: F-4E Phantom, A-10C Thunderbolt II of the A-10 West Demo Team and the F-86 Sabre. The Heritage flight program started in 1997 and it has been a great success since. This was Joe "Rifle" Shetterly's, pilot of the A-10, last show as the Pilot and Commanding Officer of the West Coast Demo Team. We would like to thank Rifle for his outstanding cooperation and help for the past two years, and we wish him well in his new assignment.



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On the Warbird side, there was the appearance of a rare original Mitsubishi A6M Zero flying over Nellis. It flew together with a North American B-25 and a North American AT-6. A Lockheed T-33 and a Douglas A-1E Skyraider also flew. It was very interesting to see a mock dogfight between 2 Korean War veterans, the F-86 and the Mig-15.

The Patriots Jet Team was the only civilian team present. Flying their L-39s, they perform beautifully crossovers, tight formations, high speed passes and other exciting maneuvers.



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Among the aircraft on static display was the F-22 which had a great flying display last year, but did not fly at the show this time due to problems affecting the entire fleet for most of the year. The fleet is not grounded anymore, but the F-22 Demonstration Team cancelled its 2011 appearances.

The show closed with the USAF Thunderbirds flying their red, white and Blue F-16s. Nellis is their home base and this was their last show of the season. For the Thunderbirds, the 2011 show schedule featured more

than 60 demonstrations at 37 locations, which included a six-week, eight-stop European tour.

Overall this was another great event put together by the organizers. As usual there were plenty of food vendors. Parking was off base at the Las Vegas Motor Speedway with buses shuttling the public back and forth all day. We would like to thank Kenneth D. Lustig, 2d Lt, USAF, Chief, Media 99 ABW Public Affairs for his assistance.

- The show started with the USAF Red Horse Civil Engineers Parachute Demonstration Team, top left.
- Joe "Rifle" Shetterly in the A-10 of the West Coast Demo Team, Joe's and incidentally the Team's last performance too! Top right.
- Mitsubishi A6M Zero, a very rare warbird, bottom left.
- F-16C in desert camouflage "Aggressor" from 57 Wing, Nellis AFB, bottom right.



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Former Korean War enemies: Mig 15 Fagot and the F-86 Sabre in a simulated dogfight.





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AD-5 (A-1E) Skyraider, above.
HH-60 Pave Hawk, 66RQS, Nellis AFB, Air to Ground Demonstration, left.
QF-4 Phantom II, 82ATRS, Holloman AFB, below.



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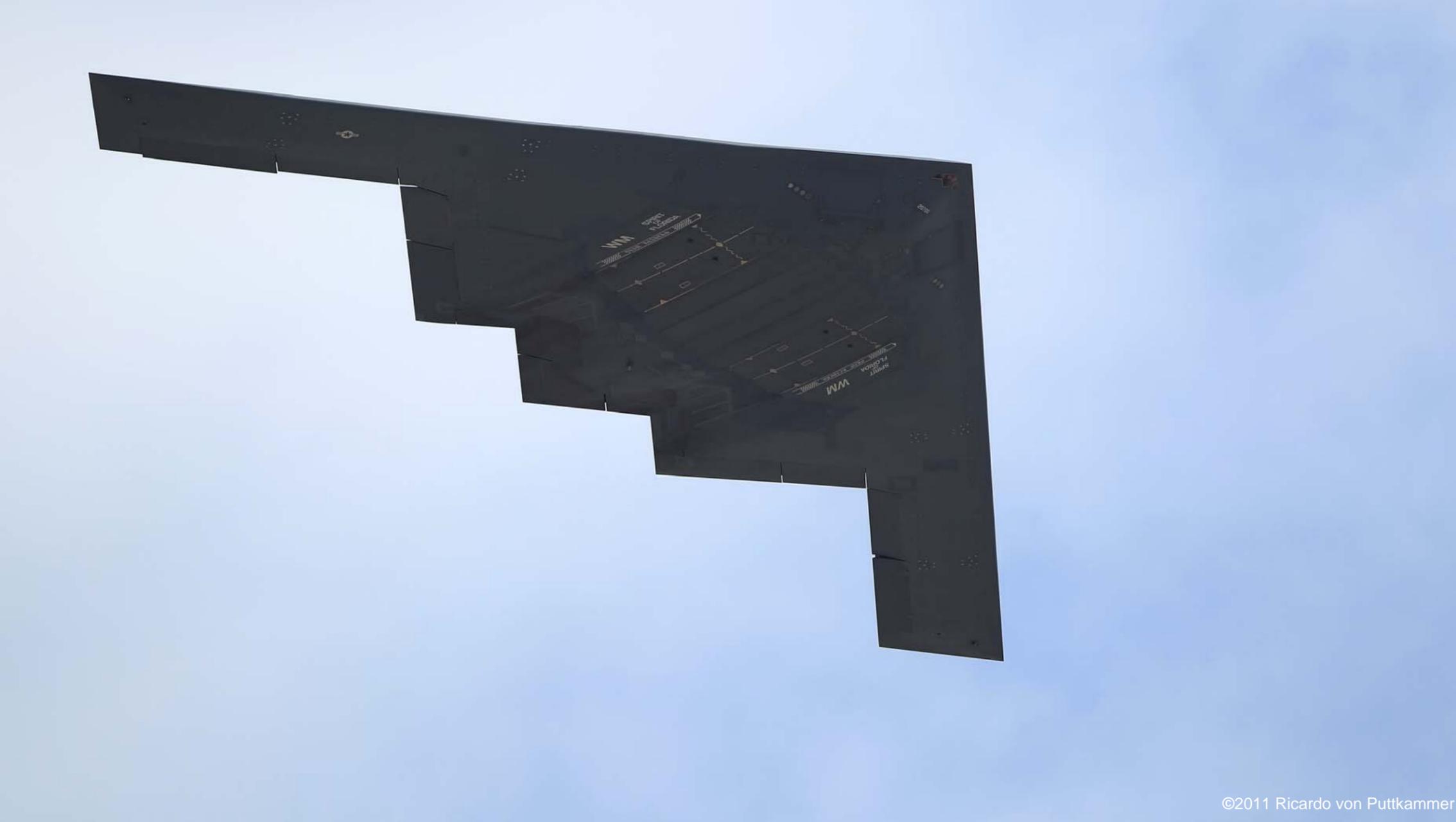
A6M5 Zero, left top. B-25J Mitchell "Heavenly Body", above F-16C Fighting Falcon, 57WG, Nellis AFB deploying anti-missile flares, left bottom. F-15C Eagle, 57WG, Nellis AFB below.



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At many air shows seeing a B-2 fly-by is a rare highlight at Nellis the B-2B Spirit 92-0700 "Spirit of Florida", from Whiteman AFB, Mo., did just that on Sunday. But to see another one the "Spirit of Nebraska" also from Whiteman AFB the home of the Global Strike Command, as static was even a better surprise! Above and to the right.

The Patriots in their L-39Cs, top right.





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B-1B Lancer 85-0059 "Star of Abilene II", 9BS, Dyess AFB with full after burners on, top left.
F-16C Fighting Falcon, 57WG, Nellis AFB loaded with ordinance taking off, left bottom.
The USAF Thunderbirds above and below.



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CARRIER IN THE CITY

By Dan Adams, with photography as noted.



2011 Aerial photograph of the Intrepid, courtesy of Autopilot.



New York City, and Manhattan* in particular, is well known for its towering skyscrapers, world-class cuisine and as a global center of commerce. With all its concrete, steel and glass it is easy to forget that Manhattan is an island. Its maritime connections date back hundreds of years and although the multitude of merchant and naval vessels that used to ply the surrounding waters have been replaced by cruise ships and water taxis, that connection remains strong to this day. That is why it should come as no surprise while driving along the Hudson River on the City's West Side when the towering outline of the USS Intrepid comes in to view. Among the City's more popular tourist destinations, the Intrepid Sea-Air-Space Museum is a world-class facility with an excellent aircraft collection, fascinating exhibits and well-preserved interior spaces ready for exploration year-round.

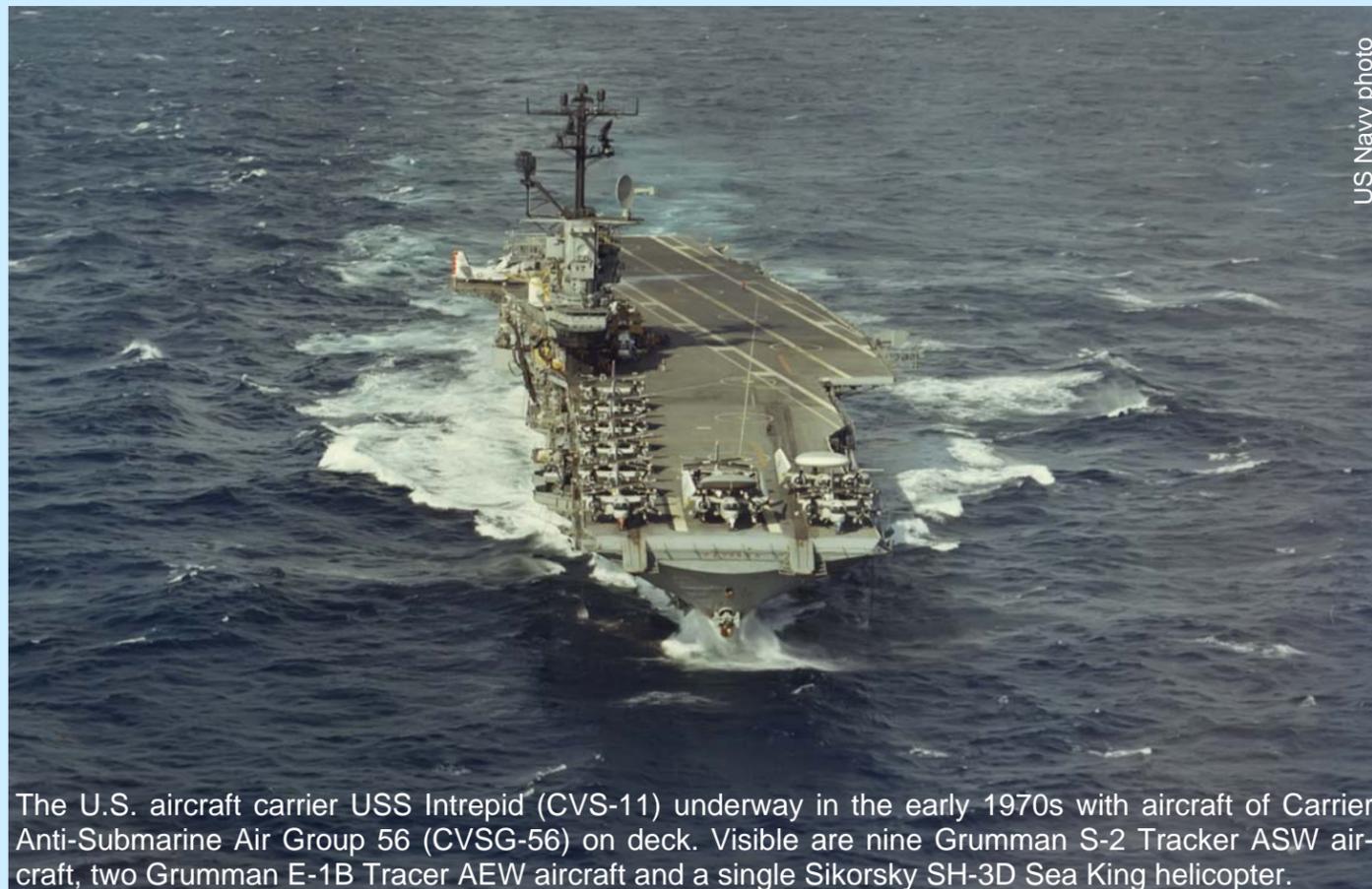
* New York City is comprised of five boroughs: Manhattan, Bronx, Brooklyn, Queens and Staten Island. However, when New Yorkers (the author included) refer to "the City," they are referring only to Manhattan.

USS INTREPID (CV-11): A Brief History

Launched on April 26, 1943, the USS Intrepid (CV-11) was the fifth Essex-class carrier to be launched. With its motto being "In Mare In Caelo" ("On the sea, in the sky"), the Intrepid would go on to become one of the most distinguished ships in the US Navy during World War Two. She served valiantly throughout the Pacific Theater including the campaigns in the Marshall Islands, Truk, Leyte Gulf and Okinawa. She was damaged by aerial attacks several times and was hit heavily by kamikaze attacks, but superb damage control and the dogged spirit of her crew saw her returned to service each time.

After the war, Intrepid was decommissioned and placed in reserve. However, in 1952, she was re-commissioned (as CVA-11), modernized and eventually joined the Atlantic Fleet. Intrepid was again modernized in 1956, this time adding an angled flight deck and enclosed bow. After participating in several important deployments, Intrepid was designated as an anti-submarine warfare carrier (CVS-11) and was refitted for this role. In this guise, she became the principal recovery ship for astronaut Scott Carpenter as he splashed down aboard the Mercury capsule Aurora 7 in 1962. Intrepid again made a major contribution to the US space program in 1965 when it recovered astronauts John Young and Gus Grissom aboard Gemini 3.

Later in 1965, Intrepid received her last major overhaul at the Brooklyn Navy Yard (this was the last Fleet Rehabilitation and Modernization job performed at the Yard). She soon returned to the fleet and in 1966 Intrepid began patrols at "Yankee Station" off the coast of Vietnam. Shortly, her air wing was conducting combat sorties. In one such sortie, LT.jg. William T. Patton of VA-176 flying a propeller-driven A-1H Skyraider shot down a MiG-17.



The U.S. aircraft carrier USS Intrepid (CVS-11) underway in the early 1970s with aircraft of Carrier Anti-Submarine Air Group 56 (CVSG-56) on deck. Visible are nine Grumman S-2 Tracker ASW aircraft, two Grumman E-1B Tracer AEW aircraft and a single Sikorsky SH-3D Sea King helicopter.

Finally, in 1974 after over 30 years of exemplary service, Intrepid was decommissioned for the final time. While she was initially slated to be scrapped, a campaign led by Zachary Fisher ultimately saved Intrepid and she was brought to Manhattan to serve as the Intrepid Sea-Air-Space Museum. Attracting close to 1 million visitors every year, the Intrepid has been designated as a national historic landmark. The Intrepid was called into service once again in the aftermath of the September 11, 2001 terrorist attacks as an FBI operations center.



In 2006, the Intrepid was towed first to New Jersey, and then to Staten Island, for major renovations and repairs. She returned in 2008 to much fanfare and celebration.

Intrepid Sea-Air-Space Museum

From bow to stern, the Intrepid Museum, which will host its 30th anniversary in 2012, maintains a wide-variety of exhibits and artifacts that cover a broad spectrum of aerospace, military and nautical history. Once on Pier 86 there is already much to see and do before ever boarding the Intrepid. Immediately to the right is the USS Growler (SSG-577), a Grayback-class cruise missile submarine. Growler (commissioned in 1958) carried out Cold War deterrent patrols armed with Regulus nuclear missiles. She is available for guided tours that include the crew's mess, the control room and attack center, torpedo room and missile command center.

Further down the pier is the unmistakable silhouette of one of the sleekest and certainly the fastest airliner of all time. Former British Airways Concorde G-BOAD has been on display at the Intrepid since 2004. This particular airframe set the world's airliner speed record from New York to London in 1996 (2 hours, 52 minutes and 59 seconds). The Concorde's cabin is available for tours.

Pier 86 is also used to host special exhibits throughout the year. For instance, Intrepid recently hosted the traveling Vietnam Veterans Memorial (a scale replica of the actual monument) and during the annual New York City Fleet Week celebrations, for which Intrepid serves as the centerpiece, the Pier hosts military and law enforcement displays.

The Intrepid's flight deck is filled with a diverse and immaculate collection of aircraft, not just those that flew from the deck of the Intrepid, but from around the world. In a variety of colors and schemes, each aircraft stands apart, however there is one aircraft that draws your attention first. At the bow end of the deck sits the iconic and stealthy Lockheed A-12 (predecessor and virtual twin to the SR-71 Blackbird). From there, a walk around the flight deck is a veritable who's who in naval aviation.



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The collection, both on deck and in the hangar bay, includes: an F-14 Tomcat (actually a Super Tomcat prototype), F-8 Crusader, Grumman E-1 Tracer, A-6 Intruder, F3H Demon, F-9 Cougar, F-4 Phantom, F3D Skyknight, TBM Avenger, T-34 Mentor, A-4 Skyhawk, FJ-2/3 Fury, F-11 Tiger (that had been at one time Blue Angels #5) and an AV-8C Harrier.



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The Intrepid also has its share of helicopters including a Bell UH-1, AH-1 Cobra, Bell Model 47, Sikorsky H-19 and HH-52 and an immaculate Piasecki H-25. Interested in non-naval or non-US aircraft? The Intrepid has that too. In addition to an F-16 that flew during Desert Storm, the flight deck is also home to a Dassault Etendard IV, an Israeli Kfir, a MiG-15, MiG 17 and MiG-21. A look inside the restoration tent on the deck provides a sneak-preview of the next aircraft that will be revealed on deck (currently the F3H Demon is undergoing restoration).

Having already covered the “air” portion of the museum’s mission extensively, we now turn to “space.” As previously mentioned, the Intrepid’s connection to the US space program is significant, and there are many exhibits that pay homage to that lineage. In addition to a replica Aurora 7 capsule hanging from the Intrepid’s crane, the actual Soyuz TMA-6 re-entry capsule used during American entrepreneur Greg Olsen’s space flight is on display. But the best is yet to come.

As announced in 2011, the Intrepid was one of the select institutions to be awarded a space shuttle for display as NASA ended its 30-year space shuttle program. Sometime in mid-2012, the Intrepid will reveal its newest attraction, the Space Shuttle Enterprise (OV-101). Currently on display at the Smithsonian’s Udvar-Hazy Center (the Smithsonian will get Discovery in its place), the Enterprise will be flown to New York and then placed on a barge headed for the Intrepid. This historic addition to the museum is sure to draw even larger crowds hoping for a chance to see Enterprise. Enterprise, never flew in space, but was used for essential approach and landing tests in addition to tests of the launch configuration. Enterprise was considered as a replacement shuttle after the Challenger disaster, but NASA decided to use spare parts to construct Endeavour instead.

Finally, the obvious centerpiece of the museum - the “sea” component of its mission – is the Intrepid herself. While many of her compartments have gone untouched for decades, there is still plenty to see and do once aboard. Self-guided audio tours are available, as are tours guided by the very knowledgeable and friendly staff. An 8-minute film in the Intrepid’s theater chronicles the history of the carrier. From there, visitors are able to visit the crew’s quarters, fo’c’s’le (including the anchor chain room), mess deck, pilot ready room, combat information center and of course, the Intrepid’s “Island” including the Navigation Bridge.

Visiting the Museum

At 872 feet in length and over 30,000 tons, a visit to the Intrepid complex is a full-day event. The museum is open year-round (except for most Mondays, Thanksgiving and Christmas) and tickets are \$24 for adults and \$19.00 for children (aged 7-17). Active duty and retired US military personnel and children under 3 are admitted for free. Prices include access to the Intrepid, the Growler and the 8-minute film about the Intrepid. There are additional costs for the various flight simulator rides that are within the hangar deck. Purchasing tickets online saves \$2 and individual or family memberships are available. There is a restaurant and gift shop in the Welcome Center and prices are reasonable for a museum in New York City.

A visit to the Intrepid requires a great deal of climbing (in some cases steep stairs) and walking so comfortable and appropriate footwear is a must. Remember, while the Intrepid has been transformed into a museum, it is a historical landmark and retains most of its character as a naval warship. Negotiating the narrow passageways of the Growler presents even more of a challenge. That being said, the appropriate footwear and some common sense will make your visit a lot easier. A check of the museum’s website at www.intrepidmuseum.org will provide the most up-to-date hours of operation, prices and will list any special exhibits or events. The Intrepid is a superb museum to visit any time of the year, but is especially in its element during the NYC Fleet Week celebration that takes place the week before and throughout Memorial Day Weekend.

Having visited the Intrepid dozens of times since it first opened when I was a little boy, the Intrepid holds a special place in my heart and I have no trouble finding something new each time I visit. The Intrepid is highly recommended as a must-see destination for anyone who lives in the NYC area or anyone visiting Manhattan.



An Israeli F-21A Kfir fighter, on top . A mock up of the Mercury capsule Aurora 7 hanging from the Intrepid's crane, the real one was picked up by HSS-2 helicopters dispatched from the aircraft carrier USS Intrepid (CVS-11), mid left. A Regulus nuclear cruise missile on the USS Growler (SSG-577), submarine mid-right. A Polish MiG-21 PFM, with a fancy Tiger paint job, on the bottom.

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On December 1st, 2011, The United States Air Force Air Combat Command released a statement on outlining major cutbacks for single ship demo teams. With that they ended an era that was enjoyed by millions of people not just in the USA, but worldwide who enjoyed watching these demonstration teams perform at air shows.

This an exact copy of the announcement please see [this pdf file](#).

This was a very sad news not just to all the people who attend the air shows, but for the show organizers, and for the media in general, but especially for us at *The Magazine* by AirShowsReview. Over the years, we featured these single-ship teams, not just the aircraft while performing, but the pilots and their team members. They were our friends, always very professional and generous with their time, even when they were very busy with tight show timelines.

For 2012, we are left with the Thunderbirds and the F-22, and if we go by what had happened in 2011, essentially with the Thunderbirds only. The F-22 team was basically grounded just about all year in 2011 due to issues with the aircraft. We only hope that for the F-22 Team that will not be the case in 2012!

The Thunderbirds are the premier team for the USAF and do a wonderful show. They are the best of the best of the USAF! Because they are more in the lime-light, than the single-ship teams were, they are harder to get in touch with and interact on one-to-one basis, as everybody wants to interview and photo opportunities with them. Their priority when it comes to the media is different too, with priorities to the TV stations. Their Public Affairs officers are very professional yet at the same time tend to be more rigid, and found many of them much less approachable over the years. From our past experience over the years, and we have found that this issue is not something that is unique to the Thunderbirds, but also applies to other large (national) teams unfortunately.



While the single-ship team pilots, who were the Commanders of their teams were always more flexible, appreciative and remembered you from past shows. I will certainly miss seeing the A-10 East, A-10 West, F-15E, F-16 East and F-16 West teams performing, talking with them, and I am not alone!

Habu, Rifle, Cash, Buda, Rider, and Booster **THANK YOU ALL!**

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We will be reviewing the following air show and several others in the next issue of *The Magazine* by AirShowsReview:

- Visit the Valiant Air Command Warbird Museum in Florida
- NAF El Centro
- MCAS YUMA

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