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August ♦ September 2012
Volume 3, Issue 5

The Magazine



- Visiting Neuburg AB, Germany
- Frisian Flag 2012 at Leeuwarden AB, The Netherlands
- Robins, McGuire and Andrews AFB Air Shows
- 2012 Fleet Week NYC
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The Magazine
August - September 2012 Volume 3, Issue 5

Features:

- 4 Visiting Neuburg AB, Germany
- 12 Frisian Flag 2012 Leeuwarden AB, The Netherlands
- 22 Robins Air Show, Georgia
- 30 MCAS Cherry Point Air Show, North Carolina
- 38 Cervia Air Show, Italy
- 42 Planes of Fame Air Show, Chino, California
- 52 McGuire-Dix-Lakehurst Open House and Air Show, NJ
- 56 Joint Service Open House Andrews Air Show, Maryland
- 66 Warbirds Over the Beach Air Show, Virginia Beach , VA
- 70 Warbirds Pinup Girls
- 72 American Airpower Museum Air Show
- 79 Jones Beach Air Show, Wantagh, NY
- 82 Fleet Week in New York City

- 88 NATO Tiger Meet, Norway

- 98 Waterloo Air Show, Ontario
- 104 Hamilton Air Show, Ontario
- 112 In our upcoming issue...

Editorial:

- 2 Behind the Lens
- 2 Staff & Contact info

Cover: The Avro Lancaster with the Hawk One Sabre, prior to the Hamilton Air Show, photo by Laszlo Nyary.

Index page: CF-18 over the skies at Waterloo Air Show, photo by Laszlo Nyary.



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Behind the Lens & to the point

By Laszlo

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

Despite the economic difficulties we face at ASR this season, due to our outstanding staff, we are able to bring our readers a stellar issue! In fact our BEST issue ever with such a wide variety of aviation events; from military exercises in Europe to air shows in North America.

ASR had tremendous opportunities at several air shows, thanks to progressive Public Affairs Officers at the USAF, the Royal Netherlands Air Force, at the NATO Tiger Meet along with the Royal Norwegian Air Force in Norway, the Canadian CF-18 Demo Team, who will be featured in our next issue, and a couple of Media Managers such as at the Hamilton Air Show, and the organizers at American Air Power Museum in Farmingdale, NY. We are very grateful for these opportunities.

ASR will continue to bring our readers excellent coverage of aviation related events ranging from military exercises, air shows and museum reviews.

If you are interested becoming one of our contributors, have a DSLR camera, located on the West Coast of the USA or Canada, or located in the Southwestern USA, in Europe, Australia, Japan or Asia feel free to contact us: info@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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By Laszlo Nyary

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Visiting Neuburg AB, Germany

Report and photography by Peter Thivessen and Wolfgang Jarisch



We at AirShowsReview recently had a chance to visit the Neuburg Air Base, in Bavaria, Germany. The airbase is the home of the Jagdgeschwader 74, (JG 74) 74th Fighter Squadron, since 1961, and is located at Neuburg on the Danube, Bavaria, in south Germany.

JG 74 was activated as the last West German fighter wing on 5 May 1961. It was equipped with the F-86K Sabre interceptor and first based at Leipheim in 1960 as JG 75. It moved to Neuburg an der Donau air base a short time later after this base had been opened and was renamed JG 74. In the period from 1964/66 JG 74 received the F-104G Starfighter. The Starfighter proved to be a troublesome aircraft for the Luftwaffe, which lost 292 of 916 Starfighters, 116 pilots died. JG 74 also lost several of them until the wing converted to the F-4F Phantom II in 1974.

The F-4F was a downgraded to the F-4E which could not fire the medium range AIM-7 Sparrow air-to-air missile. The use was forbidden until Germany became fully sovereign in 1990. Since then the F-4Fs have been upgraded to F-4F ICE standard in the 1990s and were finally equipped to use the AIM-120 AMRAAM missile. Due to the smoke generated by the F-4's General Electric J79 engines, the German pilots dubbed the F-4F the "Air Defence Diesel". The last of the F-4Fs was retired on 12 June 2008 at Neuburg: The last Phantoms will be flying in Wittmund until their end in 2013.

From 2006 to June 2008 JG 74 transitioned to the Eurofighter Typhoon. It is the second squadron, to receive the Eurofighter as a new fighter aircraft. The first four Typhoon IIs landed on the 25th of July 2006 at the Air Base in Neuburg. On 9th of June, 2011 the Squadron celebrated its 50th anniversary.

The squadron provides air defence duties for southern Germany.



One of the last Phantoms F-4F, above and below, with a special paint scheme on the way from Jever-Schortens maintenance facility to Wittmund AB stopped by at Neuburg AB. Photos ©2012 Peter Thivessen.





The F4-F "Air Defence Diesel" named after the black smoke generated by the General Electric J79 engines. The F4 smoky "Rhinos" will be missed by many aircraft enthusiasts. Photos ©2012 Wolfgang Jarisch.



The Typhoons from the JG 74, below left and right.
Photos ©2012 Peter Thivessen.



Visiting Neuburg AB, Germany





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The Typhoons from the JG 74 above and below.



Visiting Neuburg AB, Germany



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- Transall C-160D from LTG61 Landsberg, left on top.
- Bell UH-1 "SAR", left middle.
- CH-53 GA, right top.
- Tornado from JBG 33 in Büchel, in the middle.
- Polish C-130 and MiG-29s on the way to Albacete, Spain for the NATO exercise "TLP" Tactical Leadership Program, on the film strip.
- All photos ©2012 Peter Thivessen.





“Frisian Flag 2012” International Exercise at Leeuwarden Air Base, The Netherlands

REPORT AND PHOTOGRAPHY BY PETER THIVESSEN AND WOLFGANG JARISCH

The 2012 edition of “Frisian Flag” a joint international exercise took place at Leeuwarden Air Base in April.

This exercise has evolved into one of the largest international joint and combined exercises in Europe. For two weeks, the pilots from various countries practiced their skills at air defence missions as well as air strikes against ground targets. The focus was on international cooperation in joint and combined operations and scenarios.

For 2012 the “Frisian Flag” was larger than ever before. 65 aircraft were at the flight line of Leeuwarden Air Base, with sorties being flown twice a day with approximately 50 aircraft. Participants included: the Dutch F-16AM from Leeuwarden and Volkel Air Bases, Belgian F-16AM, German EF-2000, Typhoons of the Royal Air Force UK, F-16AM from Norway, F-16C 52 from Poland, F-18C from Finland, JAS-39C Gripen from Sweden. Dutch KDC-10s and AWACS units from the UK and NATO were taking part as tanker aircraft and flying radar platforms.



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During “Frisian Flag” 2012, the major part of the missions were conducted over the North Sea. Lessons learned in Afghanistan and over Libya, combined with new NATO procedures, were fully incorporated in the exercise scenarios. However, during “Frisian Flag” much larger and much more complex scenarios were also exercised, with very high threat levels for both ground troops as well as fighter aircraft.

The name “Frisian Flag” was chosen as a reference to various other international exercises of a similar nature, which all featured the word “Flag” in their name, such as “Red Flag”(USA) and “Maple Flag” (Canada). “Red Flag” refers to the red flag that is hoisted as an exercise range whenever any service unit is active within that area. In the name “Frisian Flag” reference is made to the province of Friesland, the home of the hosting air base.

AirShowsReview, would like to thank Mrs. Esther Weenk, Press-and Information Officer and all the Leeuwarden Air Base personnel for their generous cooperation, hospitality and friendliness.



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F-16AM from Norwegian Air Force ©2012 Wolfgang Jarisch



F/A-18C from Finland ©2012 Peter Thivessen



F/A-18C from Finland ©2012 Wolfgang Jarisch



Learjet 36A ©2012 Wolfgang Jarisch

F-16MLUs of the RNLAF



JAS 39Cs from Sweden

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Belgian F-16MLU

Fokker F50-120 of the RNAF

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JAS 39C Gripen from Sweden ©2012 Peter Thivessen



RAF Typhoon FGR4 ©2012 Wolfgang Jarisch



JAS 39C Gripen from Sweden ©2012 Wolfgang Jarisch



Page 19



F-16 C Block 52 from Poland

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Typhoons of the Luftwaffe from JaboG 31, Nörvenich

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ROBINS AIR SHOW 2012

Report by Ricardo von Puttkammer, photography as noted.

Robins Air Force Base opened its gates to the public for the first time since 2009 on April 28 and 29, 2012. This Air Force Logistic Center is located in Houston County, Georgia, near the towns of Warner Robins and Macon, about 100 miles from Atlanta. The summer like temperatures did not deter the record crowd, 110,000 on Saturday and 70,000 on Sunday, who came to see the Blue Angels and the mighty F-22 Raptor fly over the base. The last time the Blue Angels came to Robins AFB was in 1998!

Construction of Warner Robins Army Air Depot, now known as Robin Air Force Base, was completed in 1942. The base was named after Brig. Gen. Augustine Warner Robins, the Air Force's father of logistics. Today the base is the home of several units. The Warner Robins Logistics Center is responsible for repair and overhaul work for C-130s, C-5s and F-15s. The base also houses C-27J Spartan training facilities and a Georgia Air National Guard unit flying the Short C-23 Sherpa.

The air show opened with a sonic boom by a visiting F-15E Strike Eagle from the 48th Fighter Wing, based at RAF Lakenheath, UK, followed by a flag drop by the Silver Wings, the Command Exhibition Parachute Demonstration Team from Fort Benning, Georgia. The air display commenced at full force with two days of non-stop flying. Buck Roetman and Gary Rower took to the air flying their Eagle/Stearman formation act. Roetman with his 2003 built modified Christen Eagle and Rower with his venerable Stearman built in 1942. This combination of old and new makes up a very interesting display to watch. Next was a flying parade that included C-130, E-8, C-5, F-15E and a C-27. The F-15E returned for a few more photo passes. Children and adults alike crowded the fence line to take a peek at Indy Boys School Time Jet powered Bus, driven by Paul Stender, who built this highly modified school bus powered by an F-4 Phantom 42,000 HP GE J-79 Jet Engine. Later in the show Stender also drove his Port-O-Jet, the world's only jet powered outhouse! The Tiger Air Show Demo team of Mark Sorenson and Buck Roetman performed a very patriotic display flying their Two Yak-55M. An old favorite also flew at the air show: Gregory "Wired" Colyer performed several photo passes in the 1954 Canadair CT-33 Silver star. Patty Wagstaff flew her Extra 300SX to the delight of the attending public. Two P-51s flew at the show. The Commemorative Air Force Red Tail Squadron P-51C, promoting the history of the Tuskegee Airmen and Crazy Horse II a converted TF-51 from Stallion 51, based in Kissimmee, Florida, flown by Lee Lauderback. World War II was also represented by the Liberty Jump Team, jumping from a C-47 in full D-Day attire. Another crowd favorite is back in the air show circuit this year, Kyle Franklin with his comedy act where he steals a ride on a Piper PA-18A Super Cub "Franklinstein". The F-22 took to the skies with its amazing flying display. Shortly thereafter it flew alongside Crazy Horse II in the Heritage Flight. A sight not to be forgotten. The Sky Soldiers flew a demonstration with a Huey, a Cobra and a Birddog right before the main headliner, the Blue Angels.



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Among the several aircraft on static display was a stripped down F-15E and a C-130 showing off the base's aircraft maintenance work. Another interesting addition to the static display line up was a Vietnam-era Helio U-10. One of the F-16s on display is the former mount of the Viper East demo team, that is not performing this year due to budget cuts.

There were sufficient bathroom facilities throughout the air show grounds. There were plenty of food vendors, except that due to their locations there would be longer lines in one area than others. General public parking was off-base with spectators being bused into the base. There were some complications at the end of the show on Saturday when people were not sure where to go to pick up the correct bus to take them to the parking lot where their cars were. The situation was resolved and on Sunday it was a much smoother operation.

AirShowsReview would like to thank Chrissy Miner Chief, Media Operations- Public Affairs Office. Also I want to thank Phil "Sunny" Cataldo and Scotty Willis from the Tiger Flight Foundation for giving me a ride in one of their Alon Aircoupes. Their mission is to inspire youth and adults to become "Pilots in Command" of their own lives. More information can be found at <http://www.tigerflightfoundation.org>

- The stripped down F-15E, left top, and a C-130 left middle.
- The USAF Heritage Flight with the F-22 Raptor and a P-51D Mustang, right top.
- Major. Henry Schantz F-22 Demo pilot, inset.

All photos © 2012 Ricardo von Puttkammer



Gary Rower's Stearman and Buck Roetman's Eagle.

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F-15E Strike Eagle from the 48th Fighter Wing, based at RAF Lakenheath, UK, above and below.





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MCAS CHERRY POINT

Report and photography by Dan Adams



The US Navy had their moment in the spotlight last year celebrating the 100th anniversary of naval aviation. This year, it's the Marine Corps' turn as 2012 marks the 100th anniversary of Marine Corps aviation. Marine Corps Air Station Cherry Point, home to the 2nd Marine Aircraft Wing, was the perfect place to celebrate the centennial of Lieutenant Colonel Alfred Cunningham's flight as the Marines' first aviator. In fact, when first commissioned in 1942, Cherry Point was known as Cunningham Field. In addition to the centennial, Cherry Point itself is celebrating its 70th anniversary this year. What better way to celebrate these two milestones than by tearing up the skies over eastern North Carolina with the latest in military aviation, classic warbirds and everything in between?

Held May 4-6, the MCAS Cherry Point Air Show paid tribute to the legacy of Marine Corps aviation in grand style. The sprawling base was a welcoming host to the 165,000 people who attended over the course of the show's three days. The celebration kicked off with a robust Friday night show. While many air shows schedule a night show, it is unlikely that any of them are as action packed as this one. Putting most daytime show schedules to shame, guests were treated to twilight performances by the Aeroshell Aerobatic Team, Bill Leff in his pristine T-6 Texan, Dan Buchanan in his hang glider and the US Army Special Operations Command Parachute Demonstration Team, the Black Daggers. Each performer utilized pyrotechnics to produce an unforgettable display. The enthralled crowd was then treated to flight demonstrations by the AV-8B Harrier and the MV-22 Osprey. Finally, when darkness settled across the base, two F/A-18 Hornets took off and made several stunning passes at full afterburner, lighting up the night skies and ending their demonstration with a tremendous wall of fire that turned night into day. A colorful fireworks display capped an already exhilarating evening.



The Friday night show was definitely a sign of exciting and eye-popping events to come as the Saturday show featured many of the same performers, but also included the Marine Air Ground Task Force (MAGTF) Demonstration and the headlining act, the US Navy Flight Demonstration Team, the Blue Angels. Beginning with the Black Daggers jumping in the American flag, the show maintained a torrid pace from start to finish with only a few breaks in the action allowing spectators a chance to get something to eat or to take in the sights of the stellar static displays on the flight line. Performers both days included the 4-ship Aeroshell Aerobatic Team in T-6 Texans, Mike Goulian in his Extra 330SC, Otto the aerobatic helicopter, the North East Raiders flying their colorful Yak-52s and Nanchang CJ6s, the Trojan Horsemen in their 6-ship formation of T-28 Trojans, the Flash Fire Jet Truck, Chris Avery in the CAF F4U Corsair (which also flew the Legacy Flight with an AV-8B Harrier), a P-51C Mustang of the Red Tail Squadron and the Disabled Veterans of America B-25 Mitchell "Panchito." All flew spirited displays that left the crowd spellbound. Each demonstration was a highlight in and of itself, but a few to single out included the Flash Fire Jet Truck as it raced Bill Leff's T-6 Texan down the runway (the Jet Truck won, hitting a top speed of 317 MPH), Otto's hilarious and spirited routine and Michael Goulian's aerobatics that seemed to make a mockery of the laws of physics.



The civilian performers owned the sky during their demonstrations, but MCAS Cherry Point is, after all, home to the 2nd Marine Aircraft Wing and the Marines of Cherry Point certainly know how to show off their razor sharp skills and aerial prowess on their home turf. Flight demonstrations by the AV-8B Harrier and the MV-22 Osprey impressed young and old alike with their ability to approach at high speed, hover in mid-air, pivot and rotate on a dime, and then accelerate out of the area in the blink of an eye. The difference in their sizes only served to highlight the amazing technology at work in both aircraft and the unparalleled airmanship of their crews. It was then time for an all-time crowd (and personal) favorite, the MAGTF demonstration. Bringing together many of the assets of a Marine Corps task force in a mock attack on the airfield, the demonstration left no doubt as to who owns the battle space when the Marines are called in. Watching the MAGTF demonstration is all about keeping your head on a swivel as fixating on any one point almost assures you will miss some of the action. In rapid succession, F/A-18 Hornets approach to 'soften' the target for the incoming assault. Putting an exclamation point on each pass, pyrotechnics were set off with a boom and a flash of fire. Two UH-1N Hueys and a pair of MV-22 Ospreys approached the field as the Hornets and a pair of AH-1W Cobras kept a vigilant watch. An EA-6B Prowler flew overhead providing additional support, as well as a KC-130 tanker that 'topped off' the F/A-18s. The transports landed and as the Marines spread out from their aircraft, two LAV-25 light armored vehicles joined the fray. As the Ospreys departed, a CH-53 carrying a HMMWV (better known as a Humvee) slung under the fuselage, dropped off its cargo, disgorged the crew and then flew on in a matter of second. As explosions rocked the area around them, the Marines started the Humvee and joined the LAV-25s and the 50 or so Marines advancing on the crowd. A tremendous wall of fire brought the demonstration to an explosive and emphatic end. Then, the base's resident search and rescue squadron, VMR-1 "Pedro," took to the air to perform a search and rescue demonstration in one of their distinctive black and orange HH-46Es.



At around 3:00pm, the main attraction of the show prepared to take to the skies. The Blue Angels and their precise and awe-inspiring routine crisply prepared themselves and started up their aircraft. Just like most wildly popular rock stars, the Blue Angels have their own opening act. Usually, their C-130 support aircraft is the bright blue and yellow "Fat Albert." However, as Albert was undergoing routine maintenance, his backup, Ernie, took to the skies to warm up the crowd. While Ernie's paint scheme is the standard gray color seen on most C-130s, its flight demonstration is anything but standard. Setting the stage for the Blue Angels' routine, Ernie flew in a way that is unfathomable for such a large aircraft – and

yet made it look easy. Finally, the Blue Angels took to the sky flying their high show and demonstrating the full range of the F/A-18's capabilities, as well as the incredible skill of US Navy and Marine Corps aviators. Audible 'oohs' and 'aahs' could be heard from the massive crowd as the Blue Angels made the seemingly impossible look almost effortless and poetic.

Static displays ranged from the huge B-52 Stratofortress to the nimble AV-8Bs and Hornets that represent Marine aviation today, including an eye catching Bengal tiger paint scheme on an F/A-18D from VMFA(AW)-224 Fighting Bengals. Also in attendance was a FedEx Airbus A300, an E-6B Mercury, EA-6B Prowler, an SB2C Helldiver and a replica Mitsubishi Zero, among others. Being an active US Marine Corps base, the Marines and their equipment was also on display much to the delight of the crowd. An M1A1 Abrams tank, an amphibious AAV-7 and even a UAV were on display along with members of the Marines' 2nd Reconnaissance Battalion in full combat kit. As always, the Marines were unfailingly polite and eager to spend time answering any questions that visitors had. However, a sobering reminder of the real-world mission of the Marines sat on the other side of the airfield in view of the show line. A chartered 747 airliner was parked in the distance, ready to take Marines on deployment – a stark reminder of the sacrifices these brave men and women make every day.



As the busy air show season gets into full swing, this show already stands out for its incredibly exciting and diverse flying displays, the precise and, well, Marine-like organization of the entire show and the courtesy and professionalism of the Marines and show staff. A very special thank you to Public Affairs Officer 2nd LT Christina Peters and her entire team for coordinating an exceptional air show and for their invaluable assistance throughout the show. Another special thank you to the Aeroshell Aerobatic Team and especially pilot Gene McNeely for giving me the ride of a lifetime. Read about my exciting flight with the Aeroshell Aerobatic Team in the next issue of The Magazine. The next air show at MCAS Cherry Point will be held in 2014 and if history is any guide, you should put it on your calendar now.





CERVIA AIR SHOW

Report and photography by Michele Giardini

This small air show was intended as a celebration for the 100th anniversary of Milano Marittima (Milan-on-the-Sea) on May 5-6, 2012. A nice holiday location on the Adriatic coast of Italy, very close to Cervia. The show was held above Cervia seafront and not Milano Marittima because the beach of Milano Marittima is too short to provide a safe venue for the event. Furthermore, Cervia has a strong link with aviation due to the airport located in the vicinity once the Base of the Italian Air Force 5th Wing (now sadly disbanded) and now home of the 15th Wing.

The show opened on Saturday afternoon with the display of a Sikorsky HH-3F Pelican MM80985/15-14 belonging to 15° Wing, based at Cervia: the old but trusty helicopter made a spirited display, with fast passes, hovering over water, to the recovery of a downed pilot from the sea (the helicopter's main role is Combat Search and Rescue, although will be replaced by the end of the year by the CSAR version of the EH-101 Merlin). Very interesting and unusual was the presence of a Nardi-Hughes NH-500 Defender turning and hovering around the Pelican during the display, being used as a camera ship and also to send information to the Pelican's pilot about the display parameters (in 2008 an Italian Army NH-90 crashed in the Trasimeno Lake during a display killing the 3 crewmembers because the pilot misjudged the height of the helicopter due the sun reflecting over water). When the two helicopters disappeared it was time for the stars of every Italian air shows, our beloved aerobatic team The Frecce Tricolori



The team arrived on Friday afternoon from their home base at Rivolto and landed on Cervia Air Base, from where they took off for the displays at Cervia Airshow both on Saturday and Sunday. This was the first official display of the 2012 season outside their home base (the traditional start of the official season is always at Rivolto on May 1st) and is as usual a proving test for the new pilots of the team: for 2012 the new pilot is Number 9 Lieutenant Vigilio Gheser, a former AMX pilot of 32nd Wing at Amendola. The display on Saturday was absolutely stunning, the weather was perfect, clear air, blue sky with just a few clouds to give the right "deepness" to the scenario. The team performed with the usual precision on both days, the only difference was the use of white smoke only on Saturday instead of the usual red, white and green.





On Sunday the weather was very poor, with overcast and intermittent rain. The team made a perfect display anyway with the complete vertical routine despite the cloud cover. Sadly on Saturday there were few spectators present because there was little publicity about the show being held on two days, the situation was much better on Sunday but the weather didn't cooperate. At the end of the Sunday display there was some traffic jam on Ocean Drive, but everything went well and in less than an hour all the spectators were on their way home (under the rain).

There were many food vendors around the beach so it was a good occasion to taste some of the local specialties. The show was very small with just a couple of performers, but the location is spectacular, the atmosphere is very relaxed, and there are plenty of things to see in and around.

We highly recommend this air show if you are planning to visit Cervia, Italy.



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Planes Of Fame Air Show Chino, California

Report and Photography by Norman A. Graf

The Planes of Fame Museum in Chino, California, held its annual air show on the weekend of May 5-6, 2012 with the theme: "1942-Turning The Tide." Many consider this to be the premier warbird air show in North America and the combination of great weather and a fantastic lineup made this year's air show one to remember. The gates opened at 0800 (except for those who had signed up for the sunrise access at 0500), giving everyone ample opportunity to set up chairs along the extensive flightline and view the multitude of aircraft on static display. To air show left on the hotramp were the Pacific fighters including three Japanese Zeros, ten Mustangs took pride of place lined up front and center, three B-25 Mitchells were parked to the right. Numerous aircraft were on static-only display, including three C-47s, and such rare aircraft as a meticulously restored highly-polished bare metal P-40C, a Japanese D4Y-1 Judy, and the P-59 Airacomet, all soon to return to the air. Impossible to miss was the EC-121 Warning Star Super Constellation from the neighboring Yanks Air Museum. This was the first year that Yanks Air Museum has participated in the air show, and I hope that their involvement continues to increase. Directly under the announcers stand, a group of VIP veterans had

been assembled. Listening to them recall their courageous, and sometimes humorous, experiences was a fascinating and heart warming experience.

The flying began promptly at 1100 with a five-ship missing man formation composed of a P-51 Mustang, SBD Dauntless, P-38 Lightning, F4U Corsair and B-25 Mitchell. The Silver Wings Wingwalking team of Hartley Folstad and Margaret Stivers then took to the skies in their silver 450 Stearman and "Margi" gracefully danced with her invisible partner. Then Rob Harrison upped the tempo as he took off in his bright yellow Zlin 50LX. The "Tumbling Bear" put on an impressive aerobatic performance. It was good to see him back in the skies and up to his old form.

Then it was time for the Pacific Theater Flight to begin. The skies were filled with the F3F Flying Barrel, F4U Corsair, F6F Hellcat, F7F Tigercat, SBD Dauntless, two F8F Bearcats, three A6M Zeke/Zeros (including the museum's A6M-5 flying with the original Sakai engine), and four TBM Avengers. (Oddly missing from the flight was the F4F/FM-2, which shouldered most of the burden in the skies over the Pacific in 1942.) The aircraft made multiple passes, both in groups and singly, before turning to land. Clay Lacy finished out the morning's flying with a spirited demonstration of the Learjet's aerobatic capabilities.

A half-hour intermission provided attendees plenty of time to grab a bite to eat or something to drink at one of the numerous food booths or beer stands, as the lines never backed up. Prices were reasonable and the selection was varied. Free water from water coolers was also available. There were plenty of portable toilets distributed over the grounds, with no lines whatsoever. Hand wash stations with soap and water never ran out of water or paper towels, as they were serviced during the day. Parents wishing to take a break from the action with their children had access to a large kids area, complete with bouncy rooms and other distractions.

The Korean Air War flight featured the F-86 and MiG-15 engaged in a mock dogfight and was rounded out by the Skyraider, Bearcat, Fairey Firefly and an AT-6 Texan in the FAC role.

Then, for his first air show appearance of 2012, and for the first time ever at Chino, Sean D. Tucker put on a twelve minute extravaganza of aerial artistry and raw power as he flew the bright red Oracle Challenger III biplane through a variety of aerobatic maneuvers which have to be seen to be believed.

The European Theater Flight featured the P-38J Lightning, P-47G Thunderbolt, P-63 Kingcobra, two Spitfires, a Yak-3, and a new-build FW-190 along with a large number of P-51D Mustangs. The aircraft banked hard as they flew tight circuits, providing excellent opportunities for photographing the topsides, and flew by in ever-changing order and pairings. First-time visitors oftentimes succumb to sensory overload, complaining of "too many planes!" Next, combining warbirds with aerobatics, The Horsemen put on a very impressive demonstration of precision formation flying, with Steve Hinton flying lead in the P-38 Lightning and Dan Friedkin and Ed Shipley flying on his wings in two P-51 Mustangs. Commemorating the 70th anniversary of the Doolittle raid on Tokyo, three highly polished B-25 Mitchells made several close passes, including very low level runs with open bomb-bays and banana passes for the photographers.

The N9M Flying Wing, built in 1944 as a 1/3 scale test model for the XB-35 bomber program but looking as modern as the B-2 stealth bomber, was also put through its paces, banking sharply to show off its triangular plan form, or turning razor-thin in straight and level flight.

The final aerobatic performance of the day featured Dennis Sanders in the Sea Fury "Argonaut", the swirling vortices from his wingtip smoke generators dancing and coalescing into rings. Then it was time for the Air-power Flight. The air boss, in an impressive display of coordination and timing, puts as many planes into the air as he can, arranged in thematic groups. Soon the sky was filled with over 25 aircraft! The long stream of aircraft made several passes, as the announcer struggled to keep up with calling out the types of planes.



A QF-4 Phantom II from Holloman AFB made two high speed passes, vapor forming above its wings and riveting the attention of the crowd once again skywards. A dirty pass followed by a full afterburner climb to altitude brought the Phantom into formation with two waiting P-38 Lightnings and a P-51D Mustang. It was strange to see a Heritage Flight without a grey USAF fighter, but the three passes by the four veterans and the final break after the final overhead flight were an impressive end to a fantastic air show.

The perfect weather and impressive lineup attracted a record crowd estimated at 35,000. Nevertheless, the large group of volunteers, dressed in conspicuous orange T-shirts, kept the operations running like clockwork.

Kevin Thompson did an excellent job of announcing and the airboss did a terrific job of getting the aircraft into the air on time and safely back on the ground.

The veteran ground handlers efficiently directed plane traffic along the tarmac, handing the aircraft off to the next handler with a panache usually only seen on the decks of aircraft carriers. Another amazing air show at Chino had come to an end.

See you there next year!



Grumman F3F Flying Barrel, left top.
Clay Lacy, Learjet Aerobatics, bottom left.
Bell P-63 Kingcobra, top right.
Silver Wings Wingwalkers, bottom right.
All images ©2012 Norman A. Graf





Northrop N9M Flying Wing, left top.
Yak-3, with the Normandie-Niémen paint scheme, bottom left.
A P-51D Mustang with a P-38 Lightning, top right.
Vertol H-21 Shawnee "Flying Banana" bottom right.
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Mitsubishi Zeke/Zero a very rare formation, top.
Sean D. Tucker, Challenger III, Oracle Aerobatics, bottom left.
Rob Harrison, Zlin 50LX Aerobatics, mid right.
Heritage Flight: QF-4, (2) P-38s and P-51, bottom right.
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JOINT BASE MCGUIRE-DIX-LAKEHURST OPEN HOUSE AND AIR SHOW

REPORT BY RICARDO VON PUTTKAMMER WITH PHOTOGRAPHY AS NOTED



The weekend of May 12 and 13 saw 200,000 people coming back to the first air show at McGuire Air Force Base since 2008. A combination of perfect weather and exciting line up contributed to the record crowds. The long hiatus is partially blamed to security matters after the foiled terrorist attack at the nearby Fort Dix. Since then McGuire AFB merged with Fort Dix and Naval Engineering Station Lakehurst to form what is now known as JB MDL (Joint Base McGuire-Dix-Lakehurst). This year's theme was "Celebrating 95 years of heritage: Defending our Nation's Air, Land and Sea". JB MDL is located about 16 miles south-southeast of Trenton, NJ.

The headliners were the U.S. Air Force Demonstration Squadron, the Thunderbirds and the United States Army Parachute Team Golden Knights. The star of the show was the 28th Bomb Squadron Rockwell B-1B from Dyess Air Force Base in Texas. This mighty bird made 3 passes in front of the public performing a roll at the end of the last pass. Not only was this the main attraction in the air but on the ground too, since a second BONE was flown in for the static ramp. Normally the B-1B would take 3 hours to fly from Dyess to McGuire, but the trip to this air show was combined with a training mission that took them to training air space in Maine before landing at McGuire, making it a 5 hour training mission.

The show began with a Golden Knight flag jump and a flyover by the base's C-17, KC-10 and KC-135. This was followed by Bill Gordon flying his Bull Stearman. A demonstration by the U.S. Marines MAGTF 49 (Marine Air/Ground Task Force) came next, complete with pyro. UH-1N and CH-46s dropped troops on the ground with F/A-18C flying air cover with 2 AH-1W Super Cobras. A CH-53 from Marine Heavy Lift Helicopters Squadron 772 performed slingload operation with airmen from the 621st Contingency Response Wing. Members of the the 108th and 514th Security Forces squadrons also participated in this demonstration. Two CH-53Es performed a refueling fly over with a C-130. Another acrobatic demonstration was performed by Herb Baker flying his T-28 as the Herb & Ditto Show, generating smoke and smoke rings from the wingtips of the Trojan. The GEICO Skytypers flew their SNJs (T-6s) right after the B-1B cut through the skies over McGuire. A C-17 Globemaster III from Charleston AFB flew by the flight line and did a static line demo dropping paratroopers from its port side rear door.

The FG-1D Corsair "Skyboss" from The American Airpower Museum was flown by Dan Dameo. It flew solo and on Sunday it also flew with F-18F Super Hornet from VFA-106 Gladiators in the Legacy Flight formation. The Northeast Raiders aerobatic team flew their Yak-52s and Nanchang C56s. The last act of the show was the Thunderbirds. Parking was off base with shuttle buses transporting people in and out of the base. Although there were some gaps between performances, this was a well-organized event.

AirShowsReview would like to thank the entire public affairs office for their continued assistance throughout the show. A special thank you goes to the B-1B crew for their assistance and access to the BONE: Lt.Col Brian "Seabass" Witkowsky, pilot; Major Jim "SLAC" Corrigan, pilot; Maj. Brendon "Carny" Weygandt, WSO; and Capt Mark "Durden" Tyler, WSO.



Staff Sgt. Daniel Mendoza

Sr. Airman Blake Garcia

Major James "SLAC" Corrigan

Lt. Col. Brian "Seabass" Witkowsky

Master Sgt. Jose Duran

Sr. Airman Jeffery Steinhauer

Technical Sgt. Chad Collins

JOINT SERVICE OPEN HOUSE ANDREWS AIR SHOW

REPORT BY RICARDO VON PUTTKAMMER WITH PHOTOGRAPHY AS NOTED



This year Joint Base Andrews celebrated 100 years of Marine Corps Aviation on May 19 and 20 at the annual Joint Base Open House and Air show. The show was opened by the Commandant Of the Marine Corp, General James F. Amos with the help of the United States Air Force Band. The traditional flag drop was made by Mike Swanson from the Red Bull Skydiving Team. As the flag descended to earth, while the national anthem was being performed, it was circled by Sean Tucker in his Oracle Challenger III and Mike Goulian in the Extra 330SC. Both pilots performed their individual display routines later in the show.

The skies over Andrews Air Force Base were filled with non-stop flying displays all weekend long. The United States Navy Blue Angels and The U.S. Army Golden Knights were the headliners of the show. The big stars in the air were the F-22 Raptor and the Northrop B-2 Spirit, which flew over the air show grounds on Saturday. The static display area was full with warbirds and modern aircraft from all branches of the military. The big attraction on the ground was NASA's Super Guppy. On Saturday, actor Elijah Kelly spoke with the audience, promoting the movie Red Tails.



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The Marine Corp flew impressive displays with the AV-8B Harrier and the MV-22 Osprey. Hawker Beechcraft brought in its T-6C Demo flown by Michael "Game Show" Rambo. Beechcraft is trying to market an attack version of this popular trainer. The Wounded Warrior Flight Team flew the L-39C and Yak 9 both in individual displays and formation flying. Red Bull Air Force had their skydiving team performing at the show along with flying displays from Kirby Chambliss, flying the Edge 540 and Chuck Aaron with his BO-105 helicopter.

Geico Skytypers, from Long Island, NY, demonstrated their fine formation flying and sky typing skills in their SNJs. Mark Allen flew the SB2C Helldiver "the Beast" from the West Texas Wing of the Commemorative Air Force. This is the only flying Helldiver in the world! Vlado Lenoch flew his P-51 Mustang and then joined the F-22 Raptor flown by Major Henry "Schadow" Schantz in the USAF Heritage Flight. The Heritage Flight began in 1997 and it has been funded by the Department of Defense all these years. Because of budget cuts the DOD no longer supports the Heritage Flight. It is now under the Heritage Flight Foundation, a civilian entity which will allow this important historical flying display to continue performing in air shows throughout the USA. A huge crowd pleaser was the performance of Flash Fire Jet Truck for the National Air Guard. The local 1st Helicopter Squadron flew a Huey UH-1N 4-ship formation display. Bill "Pirate" Mills gave an unforgettable performance on the Nachang CJ-6A. The show ended with the Blue Angels performing their precision flying. The Blue Angels C-130 Fat Albert was not present at the show. It is being temporarily replaced by a KC-130T called Ernie

No long gaps between air displays, a static ramp full of aircraft and two jumbotron contributed to make this one of the best air shows around. About 200,000 people attended during this perfect weather weekend. Unfortunately it was announced that, due to budget cuts, this will become a biennial event. The Andrews Air Show had been an annual event since the 1950s! Special thank you goes to Eric Sharman and his crew from the 11th Wing Public Affairs and to Major Ryan Vanveelen from the 1st Helicopter Squadron flying the UH-1N for the aerial shots.



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- Marines AV-8B in the air and at rest, left top and bottom.
- Wounded Warrior Flight Team: Yak-9 and L39C, right top.
- Huey UH-1N, right bottom.

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Images from the Warbirds Over the Beach Air Show, Va.

Report and photography by Norman A. Graf



The Military Aviation Museum held its fourth annual "Warbirds Over the Beach" Air Show May 18-20. The museum has been growing at an amazing rate, and the list of planes scheduled to fly was very impressive. Unfortunately, high gusty winds on Saturday limited the flying to the "heavies" and low ceilings and rain on Sunday led to the cancellation of all flying. Nevertheless, the flying which did take place, and the extensive lineup of rare or unique aircraft displayed along the flightline, made for an enjoyable weekend despite the poor weather. A special highlight of the show was the first air show flight of the museum's new Messerschmitt Me262.

The show takes place adjacent to the museum, with the aircraft taking off and landing from a grass airstrip very close to the flightline seating. This, plus the line of trees directly opposite, allows for some very nice photography, especially with slow shutter speeds. However, due to FAA limitations on the separation of the crowd from the demonstration box, the flying takes place at air show right, with the aircraft circling clockwise. This means that the aircraft display their bellies as they bank, and also that one is shooting into the sun. It's not clear whether this layout can ever be modified, but in the meantime the pilots did their best to jink and bank to show off their aircraft. Almost all of the aircraft were from the museum itself. The Canadian Warplane Heritage Museum's Lancaster had been scheduled, but was unable to attend; instead they sent their Fairey Firefly. Every aircraft scheduled to fly was arrayed along the flightline, from trainers to fighters to bombers. Almost forty warbirds were lined up and waiting. Access to the aircraft was unlimited, there were no barriers or ropes to interfere with photography, and the grass field provided perfect period settings for many of the pre-war planes. The PT-19 and SNJs took off regularly during the morning, providing a bumpier ride than most of the paying passengers had expected.

Unfortunately, the high and gusty winds prevented most of the planes from performing. The C-46 Commando which had been scheduled to open the show with a paratrooper drop had to abort the drop, but rewarded the viewers with a high-speed below-the-trees pass over the runway. Airboss Timothy Gamanche did his best to rearrange the schedule, managing to get some of the larger aircraft into the skies on Saturday.

The action began with a mock attack by a Val replica being repulsed by an immaculate FG-1D Corsair flown by Obie O'Brien who actually flew the Corsair in combat in Korea. Soon the TBM Avenger and PBY Catalina took off to continue the Pacific Theatre Flight. Shortly thereafter the Me262 appeared overhead. It is, of course, one of the handful of newly-built replicas, and staged out of nearby Suffolk Executive Airport as it is not yet cleared to operate off of grass fields. It was a real thrill to see that distinctive shark-shaped silhouette in the sky, expertly shown off by Wolfgang Czaia.

The B-25J Mitchell "Wild Cargo", the recently acquired and returned-to-flight B-17G Flying Fortress "Chuckie" and a German Ju52 filled out the remaining European Theatre Flight. The Ju52 also had to cancel its planned Fallschirmjäger drop, with the re-enactors limited to putting on a ground training performance. Museum President Jerry Yagen provided top cover flying the P-51D Mustang "Double Trouble two."





Junkers Ju-52



B-17G Flying Fortress



Fieseler Fi-156 Storch



Page 68
AT-6/SNJ Texan

It was disappointing not to see more of the aircraft in the air, especially the rare early biplanes such as the Hawker Fury, the Dragon Rapide, the P-26 Peashooter, Tiger Moth, Stieglitz or Jungmeister, or the three Polikarpovs: I-15, I-16 and I-153. It would also have been a rare sight to see the major European WWII fighters in the air together: FW-190, Yak-3, Hurricane, Spitfire and Mustang. But safety has to be the prime driving force and all air show attendees must respect that "the schedule is subject to change due to weather."

Unlike most large air shows, this event is very much a social gathering, with ongoing entertainment during the day, and a steak dinner on Saturday night attended by pilots, aircrew and attendees alike. A number of veterans, including former USAAF and Luftwaffe pilots, were present, signing autographs and answering questions. The air show also attracted a rather large contingent of military re-enactors, who set up camps all along the flightline demonstrating typical WWII living conditions. A fair number of vehicles such as half-tracks and jeeps were also on display. A German 88mm Flak and an American howitzer attracted a lot of attention, especially when they were fired. Musical entertainment was provided throughout the day by Frank Cubillo singing Sinatra, and WWII-era favorites sung by Theresa Eaman and also by the Victory Belles. The Abbott and Costello tribute show provided some well-needed comic relief from the weather. The empty museum hangars were filled with various booths and displays, and the WWI hangars, filled with a large number of replica aircraft, were open and provided a preview of the autumn "Biplanes and Triplanes" air show as well as shelter from the weather.

There was a small number of food booths (but no beer stands) selling a variety of foods from funnel cakes to barbecue. Prices were reasonable and the selection was varied. Free water from water buffaloes was also available. There were plenty of portable toilets distributed over the grounds. Parking was a breeze, with a large number of volunteers providing expert guidance.

AirShowsReview would like to thank Chris Vtipil for coordinating the media access and providing assistance during the airshow. This air show, with so many rare or unique aircraft based at the museum, has enormous potential for becoming a "must-see" warbird show. AirShowsReview is looking forward to visiting again under better weather conditions.



PBY-5A Catalina



Messerschmitt Me 262 B-1a



Aichi D3A Val (replica)



8.8cm Flak 18 AA & AT gun



TBM-3E Avenger



P-51D Mustang



C-46 Commando



Sd.Kfz. 251 & Daimler scout car



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Warbird Pinup Girls

Mustangs
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After much anticipation, we are finally releasing our newest classic. The "Warbird Pinup Girls" 2013 "Mustangs" calendar, featuring new gorgeous pinup girls and a selection of outstanding P-51 Mustangs.

Reminiscent of days gone by photographer Christian Kieffer throws back to the golden age of pinup girls and aircraft nose art, an American original. In this edition you will find some of the best examples of ready to fly P-51 Mustangs the USA has to offer. With such classics as Old Crow, Quick Silver, Crazy Horse and the amazing unlimited Class Reno air racer "Precious Metal" among others, this is a classic in the making.

The "Warbird Pinup Girls" is an annual calendar, which highlights the classic age of pinups and aircraft nose art. We offer an exciting and interactive website. There are veteran's stories and expanded portfolios of each pinup girl. We are located at www.warbirdpinups.com



LEGENDS OF AIRPOWER AND ARMOR MEMORIAL DAY WEEKEND AIR SHOW

Report by Ricardo von Puttkammer, photography as noted



Republic Airport (KFRG) is the home of the American Airpower Museum (AAM) and where all the action is during the Jones Beach Air Show on Memorial Day weekend. There is no better place to spend the Memorial Day weekend than at AAM. Most of the aircraft performing at the air show were staged out of KFRG. This is a small venue, but packed with exciting aircraft and armor to see. On Saturday evening the museum hosted a "KEEP 'EM FLYING" reception, a chance to meet air show performers, listen to big band music, have a good BBQ dinner and see some great sunset flybys by some of the museum's own warbirds. It is also a great opportunity to photograph some of the static aircraft at sunset.

The Museum event started on Friday and ended on Monday. The best days to attend are Saturday and Sunday since it coincides with the air show at the beach, affording attendees to see flying aircraft not normally seen flying in and out of KFRG. This year, along with the museum's P-40, P-47, Corsair, L-39, AT-6 and B-25, there were several other historic important aircraft flying. The only flying Curtiss-Wright SB2C Helldiver from the West Texas Wing of the Commemorative Air Force made several flybys during the weekend. The "Big Tailed Beast" was one of the main attractions. The Boeing B-17G Yankee Lady from the Yankee Air Museum in Michigan also participated in the event. Both the B-17 and the Helldiver were offering paid rides during the weekend. The Museum's C-47 offered rides on Monday only. This is a unique opportunity to experience history. Among the armor pieces moving around were the M4 Sherman Tank, M-8 Greyhound, the M-20 armored car. There were also various artillery pieces. Inside the museum there is a Republic F-84 and a PBY Catalina that is being restored.

The Museum flight line was the home of the Navy F/A-18 Tactical Demonstration team (TACDEMO- East Coast) from Strike Fighter Squadron 106 (VFA-106) flying a F/A-18F Super Hornet from Naval Air Station Oceana and the Royal Canadian Air Force 431 Air Demonstration Squadron, the Snowbirds with their CT-114 Tudor, allowing the public to have a rare look at these aircraft taxiing close by on their way to and back from the air show.

Not all the aircraft on the ramp were accessible to the visiting public. The ones that were not, were within close viewing distance. This year there were 3 F-18 Growlers, one of them still in CoNA (Centennial of Naval Aviation) special markings, a EA-6B Prowler, 2 F/A-18F Super Hornets, Golden Knights C-31A (Fokker F-27) and 11 CT-114 Tudors.



On the ramp near the museum hangar were the AT-6 Texan, Helldiver, Avenger, P-47, Corsair, P-40, T-28 Trojan, B-17, P-51, C-47 and L-39. The Blue Angels F-18s and KC-130T Ernie, and the Geico Skytypers SNJs were at a distance by the airport terminal. Some of the other air show performers, including Sean Tucker and Johan Klatt had their aircraft at the Sheltair Aviation Hangar just across from the museum by the old tower.

Throughout the Jones Beach Air show weekend there were fly-bys from the museum's warbirds, Blue Angels, Snow Birds, Skytypers, Helldiver, 2 P-51s, A6M Zero replica, Air Force C-130, F-22 Raptor (Sunday only) Navy Legacy flight (Corsair and F/A-18F), T-28, L-39, B-17, Sean Tucker, John Klatt, Matt Chapman and Ed Hamill.

Air operations at the museum during this 4-day event were non-stop. On Friday, due to the weather, the Blue Angels had to cancel their practice.

AirShowsReview would like to thank Fred Miller for all his assistance during this long holiday weekend. Also thank you to Bob Stiehl and all the volunteers who made this a great place to be on Memorial Day.



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Jones Beach Air Show

Report by Dan Adams photography as noted

When most people think of Memorial Day Weekend, they think of barbeques, family gatherings and parades. However, for the past nine Memorial Day weekends, the Jones Beach Air Show has marked the unofficial start of summer for hundreds of thousands of people from across the New York area and beyond. Taking place over the Atlantic Ocean off of the sandy white beaches of Long Island's south shore, the venue provides an ideal setting for soaking up the sun and waves while watching the latest and greatest aviation has to offer. Needless to say, the proximity to the ocean draws two things in great quantity. Crowds and vapor. While last year's show did not feature any major jet teams due to scheduling issues, this year's show made up for the past lack of afterburner with a vengeance. Not one, but four major acts scorched the skies over the beach and delighted over 350,000 spectators that attended during the show's two days.

Jones Beach Air Show provides non-stop thrills in the air as well. This year's show packed several shows worth of flying into a tight 5 hour program. Along with the headlining US Navy Blue Angels, the show featured the Royal Canadian Air Force Snowbirds, the USAF F-22 Raptor Demonstration Team and the US Navy F/A-18F Super Hornet Tactical Demonstration Team. The conditions were such at the beach during the Saturday show (thanks to earlier rain) that even the Snowbirds' CT-114 Tutors were creating vapor over their wings. Barely a maneuver was made by the jet teams that didn't elicit "ooohs" and "ahhhs" from the crowd as they created amazing vapor patterns and cones over their wings.



Since the Snowbirds did not get to practice on Friday due to weather, they actually kicked off the Saturday show early by performing their practice before the air show officially started. Once that special bonus was complete, the show began in earnest with the US Army parachute team, the Golden Knights, jumping in the US flag and landing on the beach. The rest of the Golden Knights team then parachuted in two other jumps demonstrating their ability to free-fall in formation and maneuver under their chutes as they descended to pinpoint landings. One jumper even demonstrated his ability to use his backup chute by releasing his main chute in mid-flight and activating the backup in a thrilling display.



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The civilian portion of the air show presented a virtual who's who of aerobatic excellence. Featuring the exciting demonstrations of John Klatt, David Windmiller, Ed Hamill, Matt Chapman and Sean Tucker, these amazing pilots wowed the crowds with their seemingly impossible and physics-defying maneuvers.

The American Airpower Museum, located at Republic Airport where many of the show aircraft were based, provided most of the warbird flying during the show. Centered around the B-17 Flying Fortress "Yankee Lady," the flybys also included a P-51 Mustang ("Never Miss"), P-40 Warhawk, P-47 Thunderbolt, the world's only flying SB2C Helldiver and two T-6 Texans. The B-17 even performed a bombing run using watermelons instead of bombs that splashed into the ocean.

After having garnered some negative media attention over the past few months, the Lockheed Martin F-22 Raptor put on an impressive display in which the big jet was able to rival most of the moves of the smaller aerobatic aircraft in the show. With vapor hovering around the aircraft for most of the act, the F-22 demonstrated its incredible speed, agility and futuristic lines. The Raptor concluded by performing a Heritage Flight flyby with a P-51 Mustang, representing over 70 years of Air Force aviation.



On the heels of the F-22's performance, the US Navy's Boeing F/A-18F Super Hornet entered the show box to show off its mind boggling abilities. Belonging to the Navy's Tactical Demonstration ("Tac Demo") Team of the NAS Oceana-based VFA-106 Gladiators, the Super Hornet demonstrated many of the same tactical maneuvers that are used by Fleet aviators on a daily basis around their carriers and in combat situations. The highlight was the Super Hornet's high speed pass that yielded no fewer than three huge vapor cones as the aircraft approached the speed of sound.

A New York Air National Guard 106th Rescue Wing C-130 Hercules then dropped three parachute swimmers into the ocean in a demonstration of the unit's search and rescue capabilities. The Hercules then performed several high speed passes low over the water in front of the crowd. The Geico Skytypers aerobatic team, flying their SNJ-2 trainers, then took center stage and performed their flawless routine to the delight of the crowd.

Even with the tremendous amount of flying described above, there were still two main performers to take to the skies. The Snowbirds returned to show center to perform their precision flying demonstration in their CT-114 Tutors. While seemingly effortless, the Snowbirds routine is a complicated and thrilling aerial ballet that is awe-inspiring from start to finish.

Finally, the Blue Angels were ready to take to the skies. While their main support aircraft, Fat Albert, is being overhauled Albert's replacement, Ernie (also a C-130, but painted standard Navy gray) warmed up the crowd before the Blue Angels arrived. Then, the famous blue and yellow jets performed as they always do, flawlessly. From the high speed pass to the opposing knife edge to the diamond roll and the Fortus, the Blue Angels are world-renowned for their professionalism and impeccable flying skills. The Blue Angels' website has a feature called "Inside the Demo" that includes descriptions including animation and video of their entire demo. You can see it by clicking here: <http://www.blueangels.navy.mil/inside/>

The Jones Beach Air Show is an unbeatable way to kick off summer and is highly recommended. If you can, you should plan to spend one day watching the show from the beach, and the other watching from the American Airpower Museum at Republic Airport.



©2012 Dan Adams



Every year before the Memorial Day weekend, thousands of Sailors, Marines and Coast Guardsmen and their ships arrive in the waters off New York City for Fleet Week. Since 1984, the event has been the City's way of celebrating the nation's sea services by hosting the men and women of the Fleet in all the City has to offer, from Broadway to Times Square to the Empire State Building. In return, the citizens of the tri-state area (NY, NJ and CT), are able to get up close and personal with the ships, aircraft, vehicles, weapons and personnel of the US Navy, Marines and Coast Guard. In addition, there are always vessels from other nations in attendance and this year was no exception, including warships from the United Kingdom, Canada, Finland and Japan. 2012's edition of Fleet Week, which also celebrated the 200th anniversary of the War of 1812, also featured 9 tall ships from countries as far away as Indonesia, Spain and France.

The Fleet Week festivities began with the Parade of Ships up the Hudson River. Any spot along the West Side of Manhattan or across the river in New Jersey afforded great views of the ships as they passed by (although keep in mind that all ships stop and turn around south of the George Washington Bridge). Entering New York Harbor by passing under the mammoth Verrazano-Narrows Bridge, the ships then passed the Statue of Liberty affording an excellent chance for photographs from lower-Manhattan. As the ships passed the site of the World Trade Center, the sailors manning the rails rendered honors to the hallowed grounds as they silently glided past the site of the September 11th terrorist attacks. The main viewing area for the Parade of Ships is always the Intrepid Sea, Air & Space Museum. The former aircraft carrier (CV-11) serves as the perfect focal point for the week's activities. Although there are endless places to take in the sights, many people choose the Intrepid as their base for watching the ships pass in review.

Throughout the Parade of Ships, modern military aircraft flew up the river in a mini air show. Over 20 aircraft participated and the flyovers culminated in three passes up and down the river by the US Navy Flight Demonstration Squadron, the Blue Angels. Despite overcast skies and the threat of rain, thousands of people came out to see the display in the air and on the water. More than a few office workers took extended lunches to take in the sights and sounds.



This year, the tall ships sailed by first and anchored north of the Intrepid, while the modern military vessels began to make their way up the river. Many of the tall ships had their crews lined up in the rigging, high above the waterline, wearing brightly colored uniforms and shirts.



FLEET WEEK IN NYC

Report by Dan Adams with photography as noted

Among the modern naval ships were 4 Arleigh Burke-class guided missile destroyers and a Ticonderoga-class cruiser. Japan was represented by the destroyer JS Shirane, the UK by the Primary Casualty Receiving Ship RFA Argus, Canada by the destroyer HMCS Iroquois and Finland by the minelayer FNS Pohjanmaa. The grand finale of the parade of ships was the arrival of the amphibious assault ship USS Wasp (LHD-1). The massive vessel which can carry over 2,000 Marines, 30 aircraft, an assortment of fighting vehicles and hovercraft, made a grand entrance befitting the flagship of Fleet Week.

After the Wasp was secured to the pier (when turning she takes up most of the width of the river), the other ships made their way to their respective piers, some of which were located next to the Intrepid, while others were located in Brooklyn and Staten Island. Starting the next day, ship tours were offered between the hours of 8am – 5pm giving visitors a unique chance to explore an active duty naval vessel. Marines and sailors were on hand to answer any questions about life aboard their ships or their equipment. On the Wasp's flight deck, a CH-53E Sea Stallion, AH-1W Cobra, UH-1N Huey, MV-22 Osprey and AV-8B Harrier were on display. Within her cavernous hold, the Wasp's Marine Corps element had M1A1 Abrams Tanks, Assault Amphibious Vehicles (AAV-7A1), Humvee armored vehicles, and other infantry fighting vehicles were on display alongside Marines and their weapons. In the massive well-deck, Landing Craft Utility (LCU) and Landing Craft Air Cushion (LCAC) hovercraft were on display as well. On the pier, many booths provide information about the latest in military technology.

It is very important to arrive early for the ship tours as lines to enter the ships grow quickly and considerably. For obvious security reasons, each visitor is searched thoroughly, and only a certain number of people are allowed on the ships at any given time. Remember, these are active duty naval vessels and a lot of steep climbing and walking is necessary to fully tour the ship. Appropriate clothing and comfortable footwear are a must.

Once aboard the ships, there are no publicly available restrooms or food vendors. Finally, as noted before, security is VERY tight. Be sure to follow directions at all times and not to stray from the areas available for touring.

Throughout Fleet Week, in addition to the ship tours, the Marines and Navy perform aerial and ground demonstrations throughout the area. In most instances, one or more aircraft will conduct a mock assault of a park or other open area, demonstrating the capabilities of today's Sailors and Marines. Once complete, the troops shut down their aircraft and make them available for tours while the Marines stand by to answer any questions and to let the curious try on their combat gear.

A full list of the week's schedule is available at www.fleetweeknewyork.com and will be helpful in planning ahead to get the most out of Fleet Week. While you should try to take in as much of Fleet Week as possible, the highlights include the Parade of Ships, the ship tours and at least one of the Navy or Marine Corps air/ground demonstrations. During Fleet Week it is impossible to go anywhere in Manhattan without seeing men and women in uniform enjoying the sights and sounds of the City. It is said that it is a rare instance indeed that a Marine or Sailor ends up paying for their own drink or meal while in the City for Fleet Week. However, as all good things must come to an end, once the week is over the ships and their crews pack up and head back down the Hudson River to destinations across the globe and missions our men and women in uniform have demonstrated they are prepared to meet. We look forward to welcoming them again next year when Fleet Week returns. Here is a link to our video of the Fleet Week Parade of Ships highlights:

<http://youtu.be/N3juFMQK3P8>



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- The USCGC Eagle (WIX-327) the ex- German SSS Horst Wessel during the Fleet Week Celebration in NYC, on the left page.
- (2) EA-18G Growlers of the VAQ-130 Zappers , right top.
- The Blue Angels, the Best of the Best from the NAVY and the Marines., right bottom.



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2012 NATO TIGER MEET

REPORT AND PHOTOGRAPHY BY PETER THIVESSEN



This year's NATO Tiger Meet was held in Norway at the Main Air Station (MAS) Ørland, home of the 338 Squadron.

The airbase, which is situated on a peninsula near Trondheim, was once used by the Luftwaffe during WW II. In 1952 Ørland airfield was selected to be the Main Air Station, and with financing from NATO the air station was completed in 1954. Today, some 60 years later, it looks much the same as it did when it first commenced operations. The 338 fighter squadron has been based here from the beginning and has flown the F-84, F-86, F-5 and since 1985, the F-16. In 1999 the squadron's F-16s were upgraded to the MLU version.

The NATO Tiger Meet (NTM) is the largest tactical air exercise in Europe. This year it was dubbed "Arctic Tiger." The NATO Tiger Meet over the years has become a multinational joint exercise with complex scenarios designed to challenge the training requirements of the pilots and their crew. Besides the Tiger Squadrons there are other international air and ground units that participate in the exercise to further enhance the training value.

In 2012, participation was down from previous years due to continued financial problems in Europe. Missing were the participants from Greece, Hungary, Slovakia, Spain, Poland and Portugal. Despite this, there was still a good selection of aircraft from Belgium, Czech Republic, France, Germany, NATO, the Netherlands, Norway, Switzerland, and Turkey. Tanker support was provided by UK aircraft and two Ohio Air National Guard KC-135s. Two AWACS that took part in the exercises were from Geilenkirchen, Germany.

A highlight of the Tiger Meets is the tiger-theme painted aircraft and this year's event was no exception. Some schemes were from years past (2 RNoAF F-16s from 2004 and 2007 and last year's Luftwaffe Tornado ECR and Swiss Hornet), some were modified (BAF F-16) and many were new for 2012 (FAF Rafale, 2 TuAF F-16s, RNethAF F-16, R NoAF F-16 and Luftwaffe Tornado IDS). Additional new tiger-painted aircraft were a Rafale and 2 Turkish Vipers.



Silver Tiger Trophy:	31 Smaldeel	Belgium
Best Flying Unit:	Fliegerstaffel 11	Switzerland
Tiger Games winner:	Nº1 Squadron	NATO
Best Skit:	230 Squadron	United Kingdom
Best looking Uniform:	Aufklärungsgeschwader 51	Germany
Most fancy paintscheme:	Aufklärungsgeschwader 51	Germany

Tiger Meet Participants	
Sqn	Aircraft Type
ECE 05.330	Rafale B/C
AG 51	Tornado IDS
Jabo 32-1	Tornado ECR
1 SQN	E-3A Sentry
31 Sqn	F-16A/B MLU
211 Sqn	JAS-39C/D Gripen
313 Sqn	F-16A/B MLU
Fliegerstaffel 11	F-18C Hornet
192 Sqn	F-16C/D
338 Sqn	F-16A/M MLU
230 Sqn	Puma HC.1
121 ARW	KC-135
21 Gruppo	Observers
335 Mira	Observers
221 Sqn	Observers
EC01.07	Observers
6 Sqn	Observers

The next Tiger Meet was originally planned to be held in Greece, but was ultimately cancelled. There is speculation that the 2013 Tiger Meet may be held in Norway once again. This would be a favourable outcome as the Ørland area of Norway is very scenic with blue skies, cool climate and fresh clean air.

The Magazine would like to thank Morton Rosenlund, Kaptein/Presse og informasjonskonsulent 138 Luftving/Luftforsvaret Midt-Norge and Morton Granhaug, Områdetillsvalgt Midt-Norge for their generous cooperation, hospitality and friendliness during our visit to the 2012 Nato Tiger Meet.





F-16D 192 Filo, Balikesir AB,
Turkey

F-16-A MLU 31 Sqn. Kleine Brogel AB, Belgium

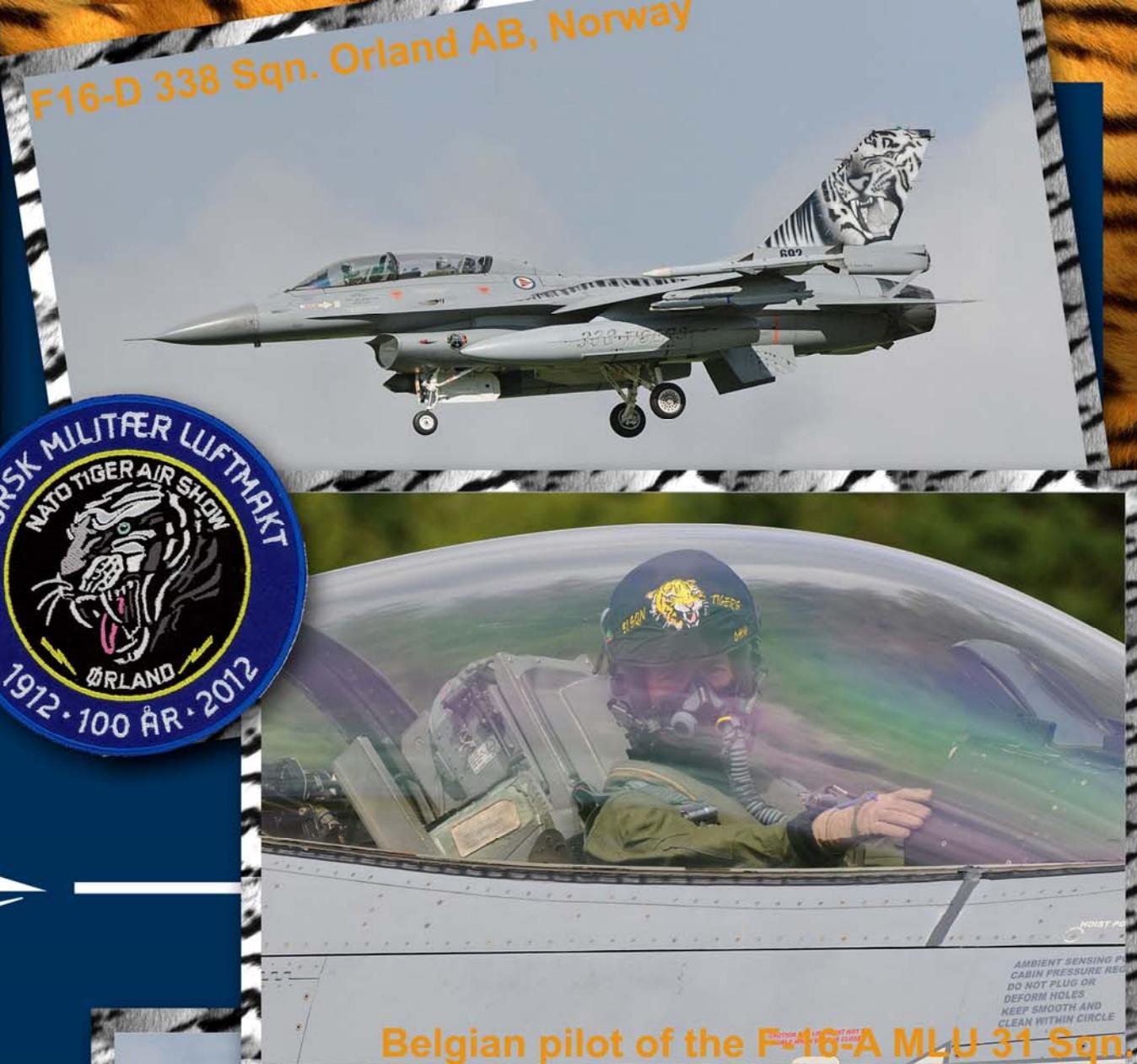
JAS-39 D Gripen 211 tl. Caslaw AB,
Czech Republic



F-16A MLU 313 Sqn. Volkel AB, RNLAF



Tornado IDS AG 51 Jagel AB Germany



F16-D 338 Sqn. Orland AB, Norway



Tornado ECR Jabo 32-1 Lechfeld AB,
Germany



Rafale C ECE 05:330 Mont de Marsan AB, France



German Tornado line up



F16-C 338 Sqn. Orland AB, Norway

Page 94

KC-135R from Ohio ANG 121 ARW

An old Norwegian de Havilland FB.52 Vampire

Page 95



F-16-A MLU 31 Sqn. Kleine Brogel AB, Belgium



Tornado ECR Jabo 32-1 Lechfeld AB, Germany



F-16-A MLU 31 Sqn. Kleine Brogel AB, Belgium



"Tiger Claw" from the 338 Sqn. Ørland AB
P-3C 333 Sqn. Andenes AB, Norway



Norwegian SAR SeaKing MK 43 B



Puma HC1 230 Sqn RAF Benson AB, UK



Tornado IDS AG51 Jagel AB, Germany



WATERLOO AIR SHOW

Report and photography by Laszlo

Tens of thousands anticipated eagerly the 4th Annual Waterloo Air Show, unfortunately due to the severe weather, many decided to stay at home. No matter how well the organizers plan and try to put together a great show, Mother Nature has the final word and for 2012 it was dreadful. It was cold, windy and lots of rain.

Friday's media day and Snowbird practice was cancelled due to rain that cycled between heavy and light rain all day. It was also quite windy. Saturday was heavily overcast and with high winds, which dried the tarmac and the grassy areas. There was an occasional sprinkle throughout the day, with a heavier shower at the end of the show. However, it was the strong wind that made it very uncomfortable for anyone at the show, it was very cold. Low ceiling for flying. Sunday's weather was just about the same.



The Waterloo air show is a family oriented, two day event that entertains, educates and inspires anyone who enjoys the thrill of flight. Besides the air display from noon to 4 pm, there were activities for kids in the amusement area, static display of aircraft, lots of food vendors and even a beer garden. The air-box corridor for the air show provided excellent viewing and photographic opportunities with a lens 300mm and up.

The people who attended Saturday's performance had the added bonus that all the three Canadian icons were present: the CF-18 Demo Team, the Canadian Forces Skyhawks Parachute Team, and the Snowbirds. Just as the show ended the Skyhawks left, and for Sunday's show only the CF-18 Demo Team and the Snowbirds were present. The Joint Forces Demo did not measure up too well. It was actually quite lame when compared to previous Joint Forces Demo at other shows in the past for example at Abbotsford, BC, or Great Lakes Air Show in St. Thomas. The only good thing about it was seeing two CF-18 flying together. The pyrotechnic, lets just say, was a dud!!! Perhaps due to rain and wet conditions? Certainly not as much bang or explosions as it was hyped by the announcer.

Saturday's show started off unofficially with the Snowbirds taking off for a practice run around 9:30 am. The official show started just around noon, with the Skyhawks starting Saturday's show with a jumper with a huge Canadian flag, jumping from a brand new CC-130J Super Hercules, and Veterans and Cadets marching to the show center. Followed by the Air Cadet and their glider, the CF-18 Demo Team doing a "low show", which was better than a no show, due to low cloud ceiling. It was great to see this beautifully painted jet piloted by Capt. Patrick "Paco" Gobeil, screaming through the clouds and making all those wonderful noises air show enthusiast just love! This was followed by the CH-146 Griffon, the Jet Museum's T-33 Mako Shark, fame with a thrilling performance, pulling Hadath in his F1 Rocket, racing aircraft Skyhawks, The Corsair man did a graceful show the Helicopter show for the kids at the association, the Joint Forces demo, and "Snowboards" by the announcer, jokingly.



The static line was a bit sparse too with no USAF, ANG or US Navy aircraft present, only the CP-140 Aurora that arrived after the show on Saturday, the CT-142 "Gonzo", a CT-155 Hawk, a CT-156 Harvard II, C-90A Beechcraft King Air, a Lockheed 10A Electra, Jet Aircraft Museum's Vampire T.55, another T-33, and a few other civilian small aircraft.



Over all the show was not bad, it was well organized but certainly would have been much better if the weather would have cooperated. For photographers the cloudy sky offered challenges but also offered some dramatic background and great contrast for interesting photos. Hopefully the show will have better luck next year with the weather!

ASR would like to thank Diana Spremo of Spremo Communications, Dave Kreutzkamp and Mike Koteles from Fliteliner Maintenance for their generous help and cooperation.

- The SkyHawks jumping from the C-130J left and in the middle
- Pete McLeod, in The Red Bull aerobatic aircraft, right.



2012 HAMILTON AIRSHOW

Report by Laszlo with photography as noted



On June 16th and 17th, tens of thousands of fans arrived at the off site parking lots and were bused in to the grounds in a very organized manner, which was much improved from the previous show (so called warm up for this year's) held in 2011. For those who had purchased a Photo Pass or holders of VIP tickets there was a special area to park on the airport grounds but they had to board a shuttle bus too, as the hot ramp and the actual air show grounds were separated by an active runway of the Hamilton International Airport. The commercial activity continued throughout the show, with very little interruption. Ric Peterson, the announcer, did a good job during these short intermittent breaks of getting the spectators involved, by doing "the Wave", and cheering for the arrivals and departures.

The Hamilton air show is very family oriented, with something for everyone: kids activity area, static displays, vendors who sell typical air show merchandise, refreshments and food vendors (with typical variety of hot dogs, burgers, fries all of which were very reasonably priced) and even two beer gardens for those who enjoy a beer on a warm sunny afternoon. There were sufficient sanitation facilities, although they could have been distributed slightly better.

The air-box corridor for the air show provided excellent viewing and photographic opportunities with a lens 300mm and up. For those who were interested in purchasing a Photo Pass, these tickets allowed the purchaser to get in to the show grounds one hour earlier than the general public, with hot ramp access to photograph performing aircraft and was well worth it. There was a special area set aside for the Photo Pass holders with refreshments available all day with light lunch served and an elevated trailer for better viewing of the runway. For the working media, a separate area was roped off, with refreshments available.

On both days the show opened with a parachute jump by the Hamilton Sport Club from a Beech 18 Expeditor. The lineup of performers was excellent and included some of the Museum's iconic aircraft: the Lancaster, Lysander, Fairey Firefly, B-25, Canso, but what most of the people came to see was the B-29 "Fifi" along with other WWII bombers and fighter planes. Unfortunately several did not show due to technical issues: the B-24 Liberator, Focke-Wulf 190, another Lysander and the FM-2 Wildcat. The flying was still very impressive, with a collection of trainer aircraft taking to the air unfortunately, due to the high winds on Sunday they did not fly, but were instead static area. The flying continued with great bomber and fighter formations, never been seen in Canada before, or for that matter anywhere in the world: the Lancaster flying in a loose formation escorted by a P-51 Mustang. lights were the performance of the Hawk One Sabre jet piloted by Dan Dempsey, with some of the fighters, and a great solo flight. Another great solo flight was performed by the Corsair piloted by Paul Kissman. The Snowbirds flew in the middle of the event; for a change they were not the closing act. There was a mock dogfight by WWI replica aircraft. The RCAF CP-140 Aurora was piloted by a future Snowbird pilot. The CF-18 Demo team did a high show and it was very notable. There were two civilian performers: Pete McLoud with his Red Bull Edge 540 and Matt Younkin with his Beech 18. Both had impressive performances with lots of smoke. The Canadian Harvard Aerobatic Team performed to their usual high standards.

Overall the show was organized much better than last year, and most staff were very helpful. The 2012 Hamilton air show was the BEST in Canada so far for this year and it was well worth the visit for any air show enthusiast!

The actual flying lineup on Saturday. Unfortunately, due to high winds, the B-29, B-25 and the other high-performance aircraft did not fly.

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AirShowsReview would like to thank all the people involved especially Al Mikeloff, Marketing Manager, David G. Roher, CEO of the CWHM, pilot for the B-25 and his crew for the air-to-air photo shoot opportunity with the Lancaster and the HawkOne Sabre for their hospitality. We look forward to be back in 2013!

- Onboard the B-25J Mitchell for the air-to-air shooting, by Laszlo Nyary

Images on page 97:

- Jumper from the Hamilton Sport Club, left top, by Norman A. Graf.
- B-29 "Fifi", right top, by Norman A. Graf.
- Mounted Police, left middle, by Ricardo von Puttkammer.
- SB2C Helldiver with TBM-3E Avenger, right middle, by Norman A. Graf.
- B-29 with the Avro Lancaster, center, by Norman A. Graf.
- SB2C Helldiver with the C-27 Dakota, left bottom, by Laszlo Nyary.
- CF-18, right bottom, by Laszlo Nyary.







FG-12



Pete McLeod of Red Bull Fame



Matt Younkin's Beech 18



THE CF-18 BLACKBERRY DEMO TEAM



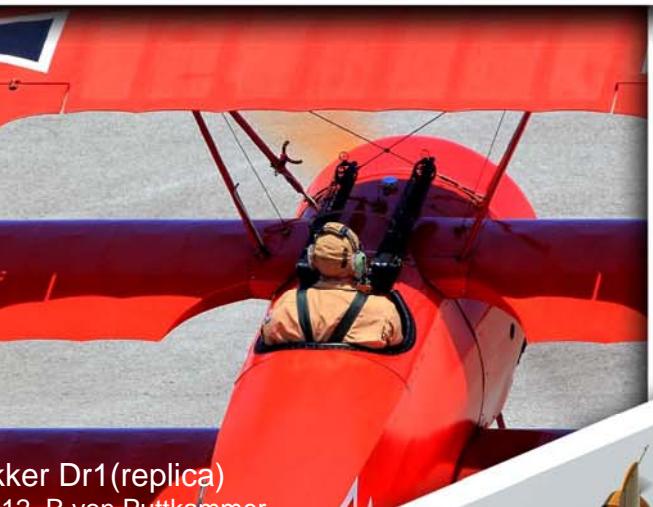
Snowbirds



Supermarine Spitfire



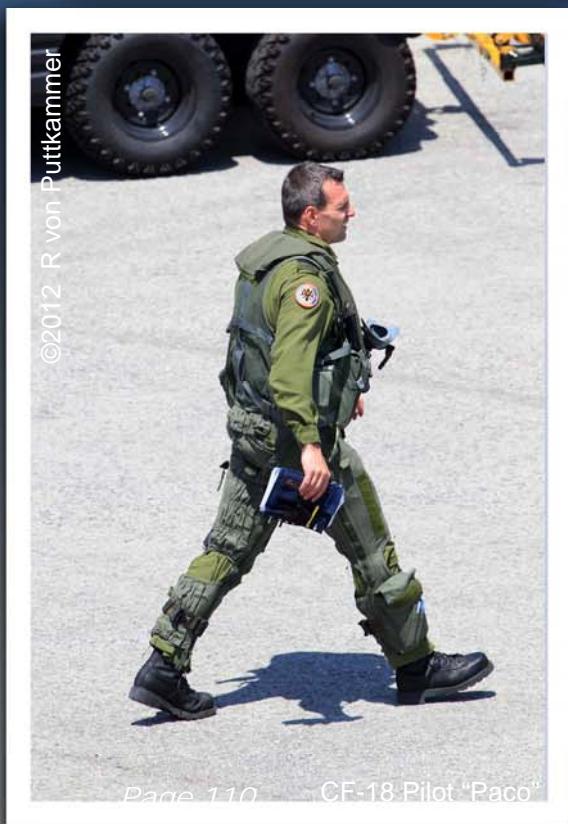
Hawk One Sabre



©2012 Laszlo Nyary



2012 R von Puttkammer



Page 110

CF-18 Pilot "Paco"



A small orange Harvard plane is shown from a low angle, flying towards the left. It leaves a dark smoke trail behind it. The plane is positioned above a white surface that has a faint watermark reading "Canadian Harvard Association Demo Team".



WWI trio of performers



IN THE UPCOMING ISSUE

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

- Report from Brazil
- Report from Sweden
- Borden Days, Ontario
- Rhode Island Air show
- RIAT, UK
- Farnborough, UK
- Dayton Air Show

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