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October ♦ November 2012
Volume 3, Issue 6

The Magazine



- ✈ CF-18 Demonstration Team
- ✈ 60th Anniversary of the Smoke Squadron, Brazil
- ✈ Maple Flag 2012 Cold Lake, Alberta
- ✈ Aerospace Forum Malmen AB, Sweden
- ✈ Duxford, RIAT & Farnborough International Air Show
- ✈ and so much more...



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The Magazine
October - November 2012 Volume 3, Issue 6

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Cover: The CF-18 Demo Team pilot Capt. Patrick "Paco" Gobeil, photo by Laszlo Nyary.

Index page: F-16 over the skies at Joint Base Lewis - McCord, photo by Ricardo von Puttkammer.



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Behind the Lens & to the point

By Laszlo

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

Another worldwide stellar issue of *The Magazine!* In this issue we covered air shows and aviation events from Belgium, Brazil, Canada, Germany, Sweden, USA and not one but four from the UK: Duxford, Waddington, RIAT, and Farnborough!

From our coverage one thing is very evident; the budgetary cut backs and fiscal restraints worldwide by air forces in general. There are less military static and performing aircraft present at events. Even military exercises are smaller, such as Maple Flag in Canada, with fewer nations and less aircraft participating. As the current air show season is winding down, we are wondering what lies around the corner for 2013? Let's face it, most enthusiasts go to the air shows to see older warbirds and current military aircraft to perform and not to see civilian Cessnas or Pipers. While warbirds in private hands do an excellent job, there is nothing like seeing and hearing a couple of F-15s, F-16s or F-18s thundering by.

If you are interested in becoming one of our contributors, have a DSLR camera, are 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



Staff & Contact info: feel free to drop us a line

PUBLISHER & EDITOR: Laszlo Nyary info@airshowsreview.com

CONTRIBUTING PHOTOGRAPHERS and JOURNALISTS:

Ricardo von Puttkammer, Wolfgang Jarisch, Peter Thivessen, Stefan Seville, Joe Osciak, Michele Giardini, Takeshi Shinoda, Dan Adams, Norman Graf.

MALLING ADDRESS: 130 Madison Avenue, 2nd Floor, New York, NY 10016 USA

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CF-18 Demonstration Team

Article and photography by László Nyáry



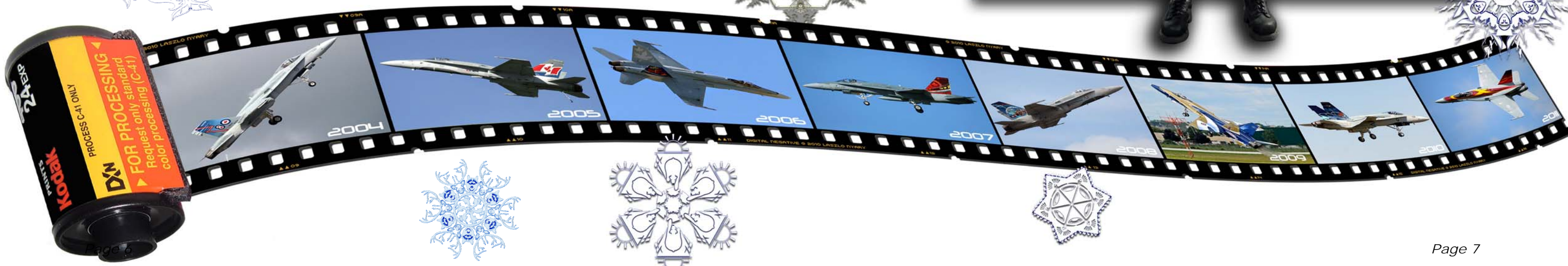
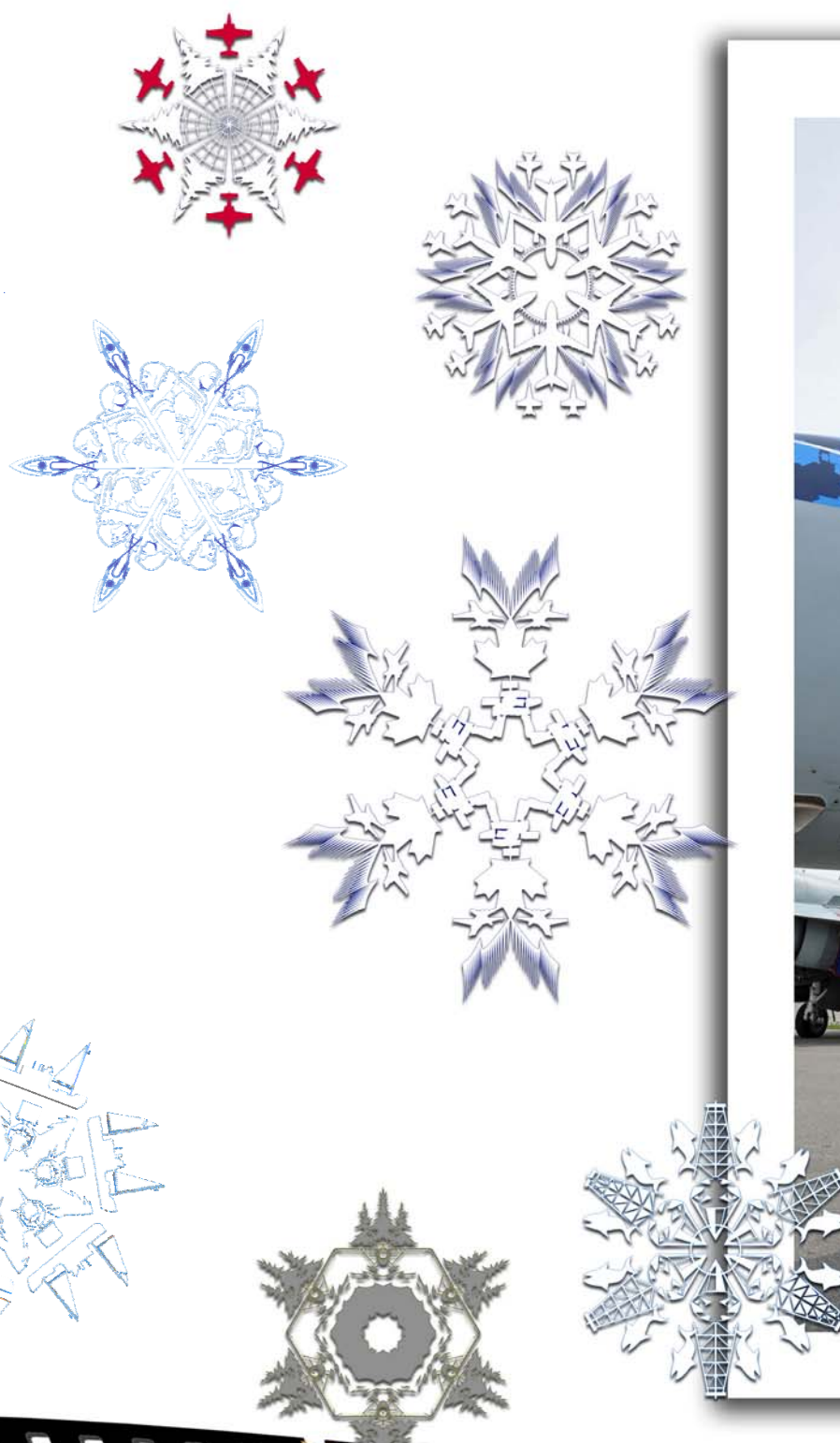
The CF-18 Demonstration Team, of the RCAF is one of the Canadian icons that participates in air shows internationally, showing the professionalism of the RCAF.

According to the 425 Sqn. historian, the one ship CF-18 Demo Team originally was formed in 2004 and since then it has thrilled millions at air shows in Canada, the United States, the UK and such exotic places as Brazil. Prior to 2004, there were two teams: East and West with two pilots and two ground crews.

The demonstration pilot's role is not limited just to flying the Hornet during air displays at shows, but being the ambassador of the Canadian Military and a showcase of the RCAF and the CF-18 capabilities in general. The demo pilot has only one year of tenure with the team, while some of the ground crew personnel may be with the team for several seasons. While there is one National Team with one specially painted aircraft representing Canada, there are two ground support teams: 3 Wing Team from Bagotville, PQ, that handles Eastern Canadian performances and the 4 Wing from Cold Lake, Alberta handling Western Canadian performances. Since 2011, the Public Affairs Officer also travels with the team from air show to air show.

For each year there is a new and unique theme applied to the air frame that truly stands out from the rest of the aircraft one usually sees at air shows. For 2012 the Hornet displays tail and dorsal art featuring 13 distinctive snowflakes representing Canada's provinces and territories, as well as the 13 Wings across the country. Created by veteran graphic design director Jim Belliveau of 410 Squadron at Cold Lake, Alberta, each snowflake also represents a unique northern theme.

For 2012 season demo pilot is Captain Patrick "Paco" Gobeil, who in 2004 was part of the Snowbird Team as Snowbird 6 Outer Right Wing. To be chosen to fly the Demo Hornet is considered to be quite an honour among the Canadian Air Force fighter community.



On a Mission for Heroes: The Disabled American Veterans (DAV) and Larry Kelley's B-25 Mitchell "Panchito"

Article and photography by Dan Adams



This year marks the 70th anniversary of one of the most daring missions of the Second World War. It was on April 18, 1942 that 16 B-25 Mitchell bombers, under the command of Lt. Col. James Doolittle, made the improbable journey from the deck of the aircraft carrier USS Hornet to attack the heart of Imperial Japan. In doing so, they delivered an invaluable morale boost to the United States at a time when it was needed most. Today, a shiny and sleek B-25 nicknamed "Panchito" carries on in another important mission, following in the footsteps of its Doolittle Raider brethren.

Panchito tours the United States appearing in air shows around the country to help spread the word about Disabled American Veterans (DAV), a non-profit charity dedicated to building better lives for America's disabled veterans and their families.

I had the honor of flying in Panchito during her appearance at the 2012 TICO Warbird Air Show and in doing so, learned more about the DAV and their mission.

The bare metal finish of Panchito glistened in the sunlight as we approached for our ride. The two-engine bomber was clearly built for one purpose only and its cramped interior and large bomb bay are a testament to that. Climbing into Panchito is like being transported back to World War Two when B-25s prowled the skies of nearly every theater of operations. Positioned behind pilot and owner Larry Kelley and pilot Paul Nuwer, I had an amazing view as we taxied and maneuvered to the runway for takeoff. The B-25 has a reputation as being very easy to fly with one caveat: It is very difficult to control on the ground due to the aircraft's free-castering nose wheel. Of course, Kelley and Nuwer are experts in the Mitchell and before I know it we are accelerating down the runway. The B-25 lifts off smoothly and we are quickly airborne. Sitting in the front of the aircraft, I have an excellent vantage point as the surrounding landscape scrolls beneath us. Access to the rear of the aircraft requires climbing over the bomb bay which takes up about 95% of the cross-section of the plane. So, with that

out of the question, I spend time in the top turret, nestled between the twin .50 caliber machine guns. With a full 360-degree perspective, it is a vantage point of flight that is unique and mesmerizing. It's easy to get lost in the majesty of the view, but it's equally impossible not think about the thousands of young men who fought and gave the ultimate sacrifice fighting in a turret just like this one. It is a humbling thought and a source of great pride in our military heroes, past and present.

Access to Panchito's glassed-in nose is through a small rectangular tunnel that runs underneath and to the left of the pilots. The only way to get through is to lie flat on your back and slide head first to the front. As I do so, I am thankful that the B-25 provides a smooth ride, otherwise, the passage through the tunnel would not have been as much fun. Getting to the front and gazing through the nose is as close to the sensation of flying as one can get. While most of us have flown on a commercial airliner, we are used to views that look off to either side of the aircraft. However, being in the nose of Panchito, with nothing but a slim panel of Plexiglas between me and the sky, was truly awe-inspiring. Again, the .50 caliber machine gun in the nose provides a stark reminder that for all the beauty, men fought and died in B-25s just like this one.

After about 30 minutes in the air, Panchito brought us home for a smooth landing and our journey back in time was over. [For video of the flight, please click here http://youtu.be/2xB1HZAuRxA](http://youtu.be/2xB1HZAuRxA)

The original Panchito (S/N 43-28147) served in combat operations over Japan and Eastern China during World War Two before being scrapped in 1949. The present day Panchito (S/N 44-30734) is a B-25J that was delivered to the USAAF on February 16, 1945. It served in pilot training squadrons and spent time with various Air National Guard Units before being placed in storage at Davis-Monthan in 1958. It was purchased by a civilian in 1959 and was modified to be used as a crop-duster, where it remained until the 1970s. With the airframe aged and corroded from chemicals, it was donated to a museum in Florida. After the museum closed its doors, she was acquired by a warbird restoration museum and restored to her original configuration by 1986. This is when the airframe first assumed the identity of Panchito. Finally, in 1997 present day owner Larry Kelley

purchased Panchito and continues to fly her around the country today as a symbol of pride to veterans and an inspiration to young and old alike.

Panchito proudly serves as an ambassador for the 1.2 million-member Disabled American Veterans (DAV), a non-profit charity dedicated to building better lives for America's disabled veterans and their families. With their guiding principles being compassion and service, the DAV responds to the needs of our Nation's disabled veterans and their families.

The DAV was formed as the United States struggled to deal with the painful effects of World War I and continues its strong tradition of advocacy for our veterans as the men and women of the United States armed forces continue their missions throughout the world.

Although a great deal has changed in the 85 years since the DAV was founded, much has remained the same: the organization's dedication to those who come home from war wounded and sick; serving as a source of compassion for wartime disabled veterans; and, expressing appreciation and addressing concerns for those whose bodies and minds have been forever scarred by war.

The DAV's members provide grassroots advocacy and services in communities nationwide. From educating lawmakers and the public about important issues to supporting services and legislation to help disabled veterans — the DAV is there to promote its message of hope to all who have served and sacrificed. You can find more information about the DAV and its mission by clicking [here http://www.dav.org/](http://www.dav.org/)



The view from the gun turret towards the tail.



The pilot Paul Nuwer and Larry Kelley the owner of the B-25J.



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ESQUADRILHA DA FUMAÇA

Report by Lucas Delcaro photography as noted



The Air Force Academy, the Esquadrilha Da Fumaca, and other Brazilian Air Force squadrons organized an event to celebrate 60 years of the Smoke Squadron on May 12 and 13, 2012. The adverse weather conditions did not stop more than 100,000 spectators from coming to the air show. Some of the participants were the Esquadrilha da Alta Acrobacia Halcones, the Chilean Air Force's demonstration team, the new Esquadrilha CEU flying their Van's Aircraft RV-7 and RV-6, Cometa, the T-25 Universal demonstration team from the Air Force Academy, helicopters H-50 and H-60 from 5/8 GAV based in Rio Grande Do Sul; US Navy F-18 Super Hornet, Textor Air Show flying the home-built Cozy and RV-7, CF-18 from the Canadian Demo Team, A-29 Super Tucano.

Also there were aircraft from domestic airlines Azul and Passaredo. The Esquadrilha da Fumaca celebrated its 60th anniversary the way they like the most; enchanting the public and promoting the Forca Aerea Brasileira (Brazilian Air Force) in style. Its pilots unveiled their new black flight suits and performed 3 times during the weekend.

On the ground there was plenty to do. In AFA hangars children could build plastic models, while others could check out flight simulators among other things.

The Esquadrilha da Fumaca celebrated its 60th anniversary the way they like the most; enchanting the public and promoting the Forca Aerea Brasileira (Brazilian Air Force) in style. Its pilots unveiled their new black flight suits and performed 3 times during the weekend.





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Embraer EMB 312 Tucano



Extra 300L of the Esquadrilla de Alta Acrobacia Halcones

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USN F/A-18F Super Hornet



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The Brazilian Embraer A1



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Embraer E-190 in Azul livery

Boeing Stearman & wingwalker Marta Boghar



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ROLLING with the AEROSHELL AEROBATIC TEAM

Report and photography by Dan Adams

Sitting at an air show, watching some of the best pilots in the world fly legendary and cutting edge aircraft, one can be forgiven for asking: “Can it possibly get any better than this?!” Well, the answer, as I found out at the 2012 MCAS Cherry Point Air Show, is a resounding “Yes!” Watching the aircraft maneuver gracefully through the sky is an amazing experience. Actually flying with one of the performers, now that is, as a popular commercial says, “priceless.” I was lucky and privileged to fly with the world renowned Aeroshell Aerobatic Team and experience from the air what I had seen so many times from the ground.

Upon arriving on the flight line, the shiny red and white AT-6 Texans of the Aeroshell team were aligned neatly in a row with the morning sun glinting off their fuselages. The venerable North American AT-6 Texan first flew in 1938 and was the basic trainer that trained thousands upon thousands of US airmen who went on to fly the great combat aircraft of World War 2. Over 15,000 Texans were built and it was used by several of the world’s air forces. On this day, I would be flying with Gene McNeely, the team’s slot pilot. Gene has thousands of hours of flight time in a variety of aircraft and is a regular top five finisher at the Reno Air Races, so I knew I was in good hands.

At this point, prior to approaching the aircraft, I had no idea what kind of flight this would be. I assumed that we would take a leisurely flight around the area and perhaps I would get some nice air-to-air shots of the three other Aeroshell Texans flying with us. I don’t like surprises though, so as Gene and I walked to his #5 Texan, I asked him what our flight would be like. “We’re not going to do anything crazy today, are we?” I asked with a touch of trepidation. “No,” he replied much to my relief, “we’re just going to fly out in formation, do a nice and easy roll and a loop...” I stopped listening after “loop.” Although Gene assured me that the maneuvers would be as leisurely and comfortable as a loop and roll could be, I admit to some butterflies as we prepared to board the plane.

To climb into the backseat of the Texan requires a rather long stride from the wing to a retractable foothold in the fuselage. My pants did not survive the big step and tore down to my knee as I climbed in. Embarrassed? Yes. An inauspicious start to the flight? Indeed. But I didn’t care, I was in the backseat of a warbird, strapping on a parachute (another first for me) and awaiting the thrill of a lifetime. And besides, a little extra ventilation in the hot cockpit didn’t hurt. I made a mental note of the location of the airsickness bags and prepared my camera for the flight. Gene climbed in and before I knew it, we were taxiing with the other Aeroshell Texans to the runway.

Finally, it was time to go and the four aircraft accelerated down the runway in unison. Even through my headset, the noise and vibration was considerable. As soon as our wheels left the ground, the other three aircraft deftly transitioned into formation and we slid smoothly beneath them. Flying so close to another aircraft, let alone three of them, was exhilarating. We gently banked away from the airport and continued on over the surrounding area. Gene graciously had Texans #1, #2 and #3 take up position on our wing so I could get some air-to-air shots as we flew along. I snapped away as quickly as my camera would allow. After a few minutes we rejoined the formation and I sensed that the “nice and easy” part of the flight might be over. As one, the aircraft entered a shallow dive to pick up speed. The engines strained against the humid air as we approached the Texan’s top speed. Finally, all four aircraft pulled up to begin a loop. The G forces glued my feet to the floor and pulled my camera, which I had been holding at the window, all the way down into my lap. It felt like it weighed 30 pounds. As we approached the top of the loop, off to my left were the other three Texans, perfectly holding station as we came over the top and headed back down toward the ground. Gene was right though, as unlikely as it seems, it was an almost serene experience throughout.

You can watch a video of my flight with the Aeroshell Aerobatic Team by clicking here <http://youtu.be/kKLzoeqvoT8>

As we exited the loop we did not slow down, rather we performed another maneuver to gain airspeed and then the team rolled together as my view changed from the bright blue sky to green forest and then back again. The smile on my face must have been epic. As we approached the runway, the team once again assumed a tight formation and then one by one, peeled off to perform the landing break. As we were in the slot position, we were the last to pull up and once again experienced the sensation of several Gs pushing me back into my seat. Smoothly coming in to land, we gently touched down and with that, my first aerobatic flight was over.

I already had a healthy appreciation, perhaps awe is the right word, for air show performers and actually getting to fly with them took that respect to a whole new level. Of course, my flight could not have taken place without the assistance of several people and to them I am eternally grateful. First, to Gene McNeely for making me feel at home in his Texan and for his expert airmanship. I could not have asked to fly with a more professional and friendly pilot. Second, to the Aeroshell Aerobatic Team for hosting me and for being so accommodating. Last, but certainly not least, to MCAS Cherry Point Public Affairs Officer 2nd LT Christina Peters and her team for their unparalleled coordination of the event and invaluable assistance.



Viewed from the backseat of Slot pilot Gene McNeely’s Texan #5 are: Aeroshell #1 flown by Team Lead Mark Henley, #2 piloted by Right Wing Bryan Regan and #3 with Left Wing Steve Gustafson at the controls. The Aeroshell Aerobatic Team has one of the most thrilling night shows in the air show industry.



BORDEN DAYS



Report and photography by Gus Corujo

This year's Borden Canadian Forces Day and Air Show commemorated the 200th anniversary of the War of 1812 and the 68th Anniversary of D-Day.

CFB Borden is located just south-west of Barrie about one hour north of Toronto. The Canadian Forces were represented by the pre-eminent Canadian Forces Snowbirds Demonstration Team, the Canadian Forces Parachute team – SkyHawks the CF-18 Hornet Demonstration Team, and the CP-140 Aurora maritime patrol aircraft.

Canadian Forces Day and Air Show at Borden CFB was an excellent event. For the price of \$10 we had a full day event including two hangars filled with military display from today and yesterday, fire crew demonstrations, and kid's playground. All military vehicle were accessible to the public. The staff was very helpful and friendly, there were a lot of food venders, sponsor booths and plenty of sanitation facilities. The air show had many good viewing areas, but for close up photos, one required a telephoto zoom lens of at least 300 mm.



HawkOne Canadair Sabre



Snowbirds



Iron Eagles Aerobatic Team



CC-130J Super Hercules



CF-18



Air Cadets



CF-18



P-40N Kittyhawk



WWII Canadian uniforms



WWI uniform and rifles



Jane Wicker Wing Walker

AEROSPACE FORUM SWEDEN 2012

REPORT AND PHOTOGRAPHY BY WOLFGANG JARISCH

The second Swedish Aerospace Forum, was held at Malmen Air Base, Linköping Sweden from May 31 to June 3 2012. Malmen Air Base is also home of the famous Swedish Air Force Museum. <http://www.flygvapenmuseum.se/>

The Aerospace Forum was closed to the public, with the exception of the public air show on Sunday, June 3rd. The first Forum was in 2010 and it was an outstanding success. For 2012 the Aerospace Forum was much larger. Several topics were discussed by the invited guests and dignitaries from the Swedish Air Force, USA, NATO, and South African Air Force among others.

The main theme on May 31st was technologies. After the welcome by Maj.Gen. Micael Bydén (Chief of Staff from the Swedish Air Force) there was a presentation about the "International perspective of the Aerospace Market". Key note speakers were: Dr. V.K. Saraswat from India, who is a Scientific Advisor to RM & Secretary to Research & Development Organization, John Barney from the United States, of The Avascent Group, and Peter Scaruppe from the EDA Group.

After lunch, the topic was "Aeronautics in Swedish Innovation System". The speaker was Dr. Charlotte Brogren, Director of General Vinnova, followed by the Head of Saab Aeronautics, Lennart Sindahl, regarding "Saab 75 Years of success and an outlook for the future." After a short coffee break, Lt. Col. Hans Einnert from the Swedish Armed Forces spoke about surveillance systems in conjunction with the Gripen in Libya. Lt. Col. George Kouskoutis from the Hellenic Air Force spoke about the Greek ERIEYE in operation Unified Protector. Håkan Ekengreen, State Secretary to the Minister of Enterprise hold the closing remark about "Sustainable politics for aerospace and research" on this day.

There was a parallel session in another hall of the conference in the afternoon: Chris Emerson, Airbus Senior Vice President spoke about "Challenges for civil aeronautics". Clean and smart — Horizon 2020 (which is an EU Research & Innovation Program) setting the target was the theme for Marco Brusati, head of Sector – Environmental Aspects of Aeronautics in the EU. Another speaker to this topic was Tomas Grönstedt, Associate Professor Chalmers University of Technology. Fredrik Follin, Saab, Niclas Gustavsson, from LfV and Michael Standert, Chief Strategist SESAR spoke about Green ATM, which is project, for Reducing Environmental Impact of Aviation.



On June 1, the second day the main topic was "A small state's contribution to regional and global security – from the present to the future". Maj.Gen. Micael Bydén Chief of Staff from the Swedish Air Force and Gen Sverker Göranson gave the welcome and introduction and program outline for the day. The first topic being "NATO and European contribution to the air operation over Libya 2011". The keynote speaker on the subject was Canadian Lt. Gen. "Charlie" Bouchard who describe the operation, capability short falls, and areas of success and the emphasis of challenge. Furthermore, how did NATO and EU countries contribute to the operation and how did the Lt. General view the possibility and capability of leading and conducting similar aerospace operations globally with a potentially lesser USA involvement in future operations.

From the Czech Republic, Brigadier Gen. Verner, presented another perspective on how a small state can contribute to global and regional stability, in the Northern European region particular. His point of view was drawn from the Czech Air Force's experience in air policing over the Baltic States.

Next up was Lt. Gen Carlo Gagliano, from the South African Air Force, a regional power, who spoke about how South Africa integrated air power in its foreign and security policy to contribute to regional stability in Africa.

Brig. Gen. Helmut Schütz from the German Luftwaffe, Air Commodore Ian Paddle from the Royal Air Force, Maj. Gen. Rice from the USAF and Brig. Gen. Jean-Luc Crouchard, from the French Air Force were asked to provide a perspective on the future role of the armed forces in enhancing global and regional security, departing from a global outlook but gradually focusing on the Northern European region with special emphasis on aerospace capabilities.

Just like the day before, there was a parallel session with the theme "Space-Emerging policies and future technologies". Speakers included Marta-Lena Annti from the Luleå University of Technology, Anders Blom from the Swedish Defense Research Institute, and Eva-Lis Odenberger from IUC Olofström. Peter Egardt, Chairman of the Swedish National Space Board and Betty Malmberg, Member of Parliament and spokeswoman of research policy discussing do the theme "Why is space an area of priority?".

The conference was closed by Mats Warstedt, Chairman Swedish Aerospace Industries & CEO Ruag Space AB.

And now to the air show part, which was essentially two separate air shows: the VIP Air Show on June 2nd and the public one on June 3rd. You can read about it in detail online on ASR's website by [clicking here](#), and a synopsis on the following pages.



The only difference between the two were:

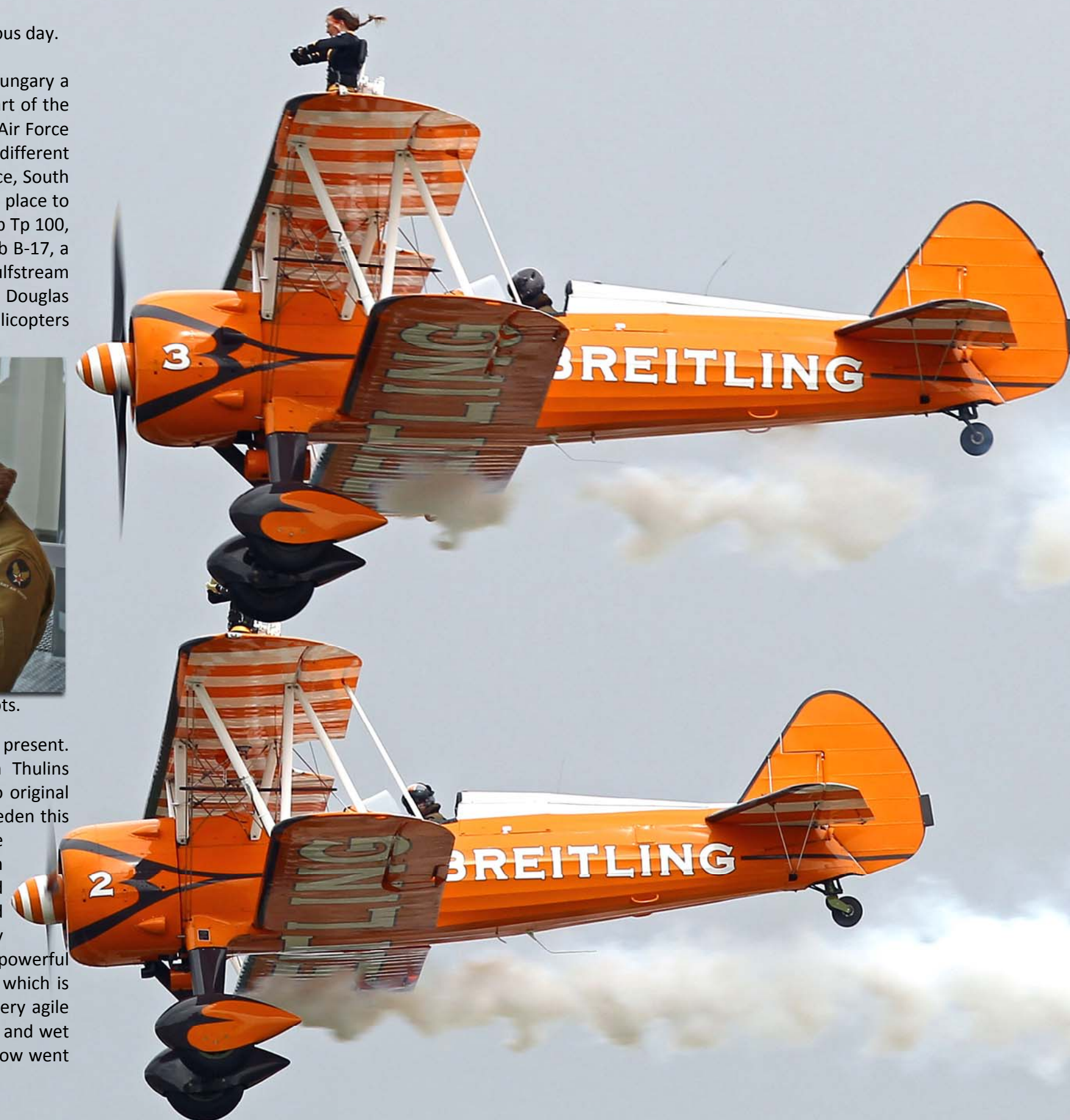
- the VIP one was reserved for media representatives, military delegations, spotter's and employees of the Swedish Aerospace industry, especially SAAB, and their families.
- the public one had an additional solo display by a Saab Viggen, that was not seen on the previous day.

The static display had an interesting array of aircraft including some from foreign nations; from Hungary a Boeing C-17 Globemaster III, which belongs to the NATO Airlift Management Agency (NAMA) as part of the Strategic Airlift Capability initiative (SAC). Four of these aircraft were based in Hungary. The Danish Air Force brought an "Aerospatiale AS. 550C2 Fennec" from Karup Air Base to Sweden. A nice line up of different Gripen's from different countries; Saab JAS 39 Gripen from the Swedish Air Force, Thailand Air Force, South African Air Force, Hungarian Air Force and from the ETPS (Empire Test Pilot School). Malmen is the place to be if you are a Saab fan, this is the only place to see such classics as static: the Saab Gripen NG, Saab Tp 100, Saab 2000 Swordfish MPA, Saab Sk 60, Saab S 100B "Argus" (ASC 890 Platform), and to see a Saab B-17, a Saab Viggen or a Saab J-29 "Tunnan" flying. Other static included: North American Sabreliner, Gulfstream IV S 102B Lockheed Hercules C-130E, Korpen, Klemm Sk 15 (Klemm-35), Focke Wulf Sk 12 "Stieglitz", Douglas DC-3 "Daisy", Mitsubishi MU-2 Marquise (Support for Saab), and Hunting Tp 83 Pembroke. Helicopters included Eurocopter Super Puma, Agusta A 109 LUHS, Sikorsky Blackhawk UH-60M and many more.



Freya Paterson and Danielle Hughes wingwalkers with David Barrell and Martyn Carrington pilots.

The display program had a good mix of fast jets, display teams and helicopters from the past to the present. Regrettably the Thulin A (which is a Swedish licensed built Bleriot XI by AETA - AB Enoch Thulins Aeroplanfabrik) owned by Mikael Carlson could not fly due to high winds. Mikael Carlson has two original Thulin A. Both are a masterpiece of mechanical engineering from the beginning of aviation. In Sweden this type was used as trainer in the years 1913-1919. However, Mikael Carlson did fly an aircraft in the sky over Malmen Air Base. The replica of the "Tumelisa". This was the first project of Mikael Carlson between 1982 and 1984. In original the Swedish designer Henrik Kjellson developed this aircraft, and it was used after the end WWI to replace the Albatross fleet. A total of 28 aircraft were built and they were in service from 1919 to 1934. The replica uses an original 9 cylinder Le Rhone 80hp rotary engine, restored by Mikael himself. After the impressive display of the Saab B-17A we could see a powerful demonstration from Utti, Finland, from the 1Hekop, (Helikopteripataljoona =Helicopter battalion, which is part of the army) the NHI NH90 TTH, and after that we're going back in time, and we have the very agile Alouette II from Norway on display. By this time the sunny weather changed, into dark cloudy, cold and wet however the inclement conditions did not prevent the organizers from continuing the event: the show went on! Wow.





The Swedish Air Force Historic Flight display pilots who flew the Saabs:

1. Peter Hedberg
2. Olle Norén
3. Lars Martinsson
4. Alf Ingesson Thoor
5. Stellan Andersson
6. Anders Carlsson



The Swedish Air Force Historic Flight display above was led by the current JAS 39 Gripen , the others from left to right are: Saab 35 Draken, Saab 29 Tunnan, Saab 32 Lansen, Saab 105 and the Saab 37 Viggen.

A closer view of the Saab 37 Viggen taking off, making a wonderful loud roar from the Volvo RM8B afterburning turbofan.





The replica of the “Tumelisa” flown by Mikael Carlson, above. This was designed by Henrik Kjellson, it was used after the end WWI to replace the Albatross fleet. A total of 28 aircraft were built and they were in service from 1919 to 1934. The replica uses an original 9 cylinder Le Rhone 80hp rotary engine, restored by Mikael himself. The Thulin A , on the right bottom, a Swedish licensed built Bleriot XI by AETA - AB Enoch Thulins Aeroplanfabrik, was used as trainer between 1913-1919.

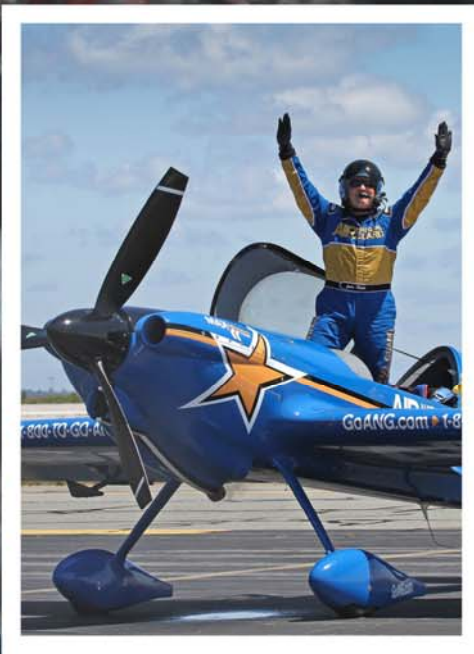
A memorial stone to remember Carl Cederström “the flying Baron” who started a flying school in 1912 with four military pupils at Malmen, near Linköping, Sweden., top right.

ASR would like to say “thank you” to Anna Lindh, Head of PR & Communications, and the organization team, who did such a perfect job. Congratulations! You all did a fantastic job! Our thanks also goes to the pilots, technicians and engineers from Swedish Air Force Historic Flight and all the other men and women behind them who made it all possible.



2012 RHODE ISLAND NATIONAL GUARD OPEN HOUSE AIR SHOW

Report and photography by Dan Adams



The Rhode Island National Guard opened its doors to the public again this year as the 22nd annual Rhode Island National Guard Open House Air Show continued the tradition by delighting tens of thousands of fans with a thrilling aerial display. While this year's headline act, the United States Air Force Thunderbirds, was a huge draw as usual, there was a little something for everyone in this year's lineup.

Quonset State Airport is a great venue for an air show as the crowd line is close to the action, the sun is at your back all afternoon and breezes off of Narragansett Bay generally keep the temperatures comfortable. Organizers this year added several additional acres of parking which seemed to help alleviate overcrowding as the perfect weather during the show weekend drew a huge crowd. As always, it is recommended you get to this, and any, air show early to get a prime spot. With clear blue skies and a temperature around 75, the weather this year could not have been any better. Vendors and bathroom facilities were plentiful and prices for food and drink were about average for an air show (I judge by the price of hamburgers which seem to be holding at \$5 this year). I know this is an air show review and not a food review, but I would be remiss if I didn't mention that this air show featured a booth selling "chuck steak hamburgers" which were THE best hamburgers I have tasted at an air show. While the burgers were pricey at \$7, it was worth every penny. Just goes to show you that if you look in the right places, air show food can be pretty good (sometimes). There were also rides and play areas set up for children who may not have had the attention span required for five hours of non-stop action in the air.

The airport is home to the Quonset Air Museum and the majority of the static displays were taken from the museum's aircraft. These included an F-14 Tomcat, A-6 Intruder, TBM Avenger, F6F Hellcat and F3D Skyknight. The museum also possesses and displayed the world's only surviving Curtis XF15C, a mixed-propulsion prototype that first flew in 1945. Only 3 were built. Unfortunately, there weren't many active duty military aircraft represented among the static displays this year. The meager display included a C-5 Galaxy from nearby Westover, 2 F/A-18F Super Hornets, a KC-135 Stratotanker and a C-130J Hercules. Other displays included a few armored vehicles and other assorted weapons.

The show featured a diverse schedule of performers in the air, but again, active duty military performers were few and far between. While the show was heavy on aerobatic performances, those that did perform represented the best in the business. Sean D. Tucker in the Oracle Challenger III performed the world's only triple ribbon cut (where volunteers hold ribbons stretched across the runway at a height of 15 feet), cutting each ribbon at a different attitude of flight (knife edge, level and inverted). Michael Goulian, winner of the Art Scholl Memorial Award for Air Show Showmanship and an aerobatics US National Champion, also tore up the skies with his impressive precision flying. Finally, John Klatt, a Lt. Colonel in the Air National Guard, flew his incredible aerobatic routine that culminated in the Max Adrenaline performance that included two aircraft, the ANG Jet Truck and a wall of pyrotechnic fire. Ken Pietsch wowed and entertained the crowd in his 1942 Interstate Cadet, flying a comedy routine and then landing on the back of a truck right in front of the crowd. Other performers in the air included the P-51 Mustang "Never Miss" and an F4U Corsair piloted by Dan McCue. These two magnificent aircraft then flew in a tight formation resulting in a fantastic photo opportunity for the crowd.

The active duty military was represented by the US Army Special Operations Command's Black Daggers parachute demonstration team, a USMC EA-6B Prowler, the Combined Arms Demonstration (featuring 2 C-130J Hercules and 2 UH-60 Black Hawks) and the USAF Thunderbirds.

The Black Daggers kicked off the show with the flag jump and appeared overhead later on for another jump demonstration as three jumpers parachuted in formation. The USMC EA-6B Prowler, which was not on the air show schedule, was a nice surprise, thrilling the crowd with several high speed passes. A staple of the show, the Combined Arms Demonstration, gave the crowd a first hand glimpse into the skills and tactics used by today's National Guard. Simulating an airfield assault, two C-130s flew low over the runway before one landed. As it did, two Black Hawks landed to disgorge their troops who were joined by 2 all terrain vehicles the landed C-130. Then the second booms and concussive explosions of pyrotechnics added an emphatic exclamation point to the demonstration. Finally, as the smoke cleared, the Thunderbirds took to the skies to perform their world-famous demonstration. Judging from the smiles and amazed looks in the crowd, they did not disappoint.

One thing that almost all air shows have in common is that the narration and music that go along with the acts necessitate a speaker system. Since the best positioning for those speakers is generally in front of the crowd line, they become something of a necessary evil. Many air show organizers

realize this and place their speakers as low to the ground as possible. Even the worst that I've seen are maybe 6 or 7 feet tall and at that height they only block the very lowest of the aerial action and

occasionally ruin a picture of taxiing aircraft. Unfortunately, the organizers at this show decided to use the largest speaker towers I have ever seen. While the sound was loud, the volume was overpowering for this venue. At approximately 20 feet tall, they were positioned to block much of the key action in the air. Hopefully, next year the organizers will realize what an unnecessary eyesore these are and do away with them.

That being said, this is an excellent show in a picturesque venue (you would be well-served to check out nearby Newport during your stay) that never fails to disappoint. It is highly recommended and you should not hesitate to add it to your air show schedule.





- USAF Thunderbirds, top left and right.
- Geico Skytypers in their SNJ-2, left middle and bottom.
- P-51 Mustang "Never Miss" and an F4U Corsair piloted by Dan McCue .



Westmoreland County Air Show

Article and photography by Norman A Graf

For over 25 years Latrobe, PA was a fixture on the air show circuit, regularly attracting such headline acts as the Blue Angels, Thunderbirds and Snowbirds, but after 2001 the skies over western Pennsylvania fell silent.

This year finally saw the return of the full-scale air show. The expectations were high as the crowds arrived early; traffic backing up along the highway caused airport officials to open the gates an hour and a half before the scheduled 9AM start. The flying began promptly at 11AM with the US Army Parachute Demonstration Team the "Golden Knights" performing the flag jump. The skies were blue and the temperatures were in the low 80s, which was a welcome change from the torrid heat and thunderstorms during the week before.

Jack Knutson entertained the crowd with a series of aerobatic routines in his Extra 300. Greg Koontz then performed his "Alabama Boys" comedy routine where good ol' boy Clem Cleaver takes to the skies with no flight skills, flies erratically through the air, but then manages to land the Piper Cub on the top of a pickup truck. The routine may be familiar, but the flight skills needed to pretend not to know how to fly are always impressive. Next it was time for two beautifully polished veterans from World War Two to take to the skies. The P-51D Mustang fighter "Cincinnati Miss" and the B-25J Mitchell bomber "Panchito", both manufactured by North American, made several beautiful passes, banking beautifully for the photographers. Announcer Mike McFarland kindly paused to allow the crowd to hear the sound of the piston engines as they flew by.



Then it got loud as the F/A-18C Hornet from the “Gladiators” of VFA-106 performed a dirty roll on takeoff. Pilot LT Ken “Two Cents” Barnhart, a local native, credits watching the Blue Angels at this show as a child as his motivation for becoming a fighter pilot. He went on to graduate from the Naval Academy and has flown combat missions over Iraq and Afghanistan. Flying in front of family and friends seemed to add a little extra to the tactical demonstration. The minimum radius turns were particularly tight, and the touch-and-go surprised most in the crowd, but not as much as when he taxied along the flightline waving the “Terrible Towel” of the Pittsburgh Steelers.

Being a commercial airport, there were a few breaks in the air show as flights from Spirit Airlines took off and landed. The interruptions were short and provided an opportunity to photograph the Airbus A320 in a colorful livery.

The aerobatics resumed as Rob Holland in his MX2 joined Jack Knutson as the Firebirds Extreme Team. Their crisply executed and nicely choreographed maneuvers were a pleasure to watch, especially where one plane flies straight and the other performs rolls around it, seamlessly switching roles while performing rolls. Greg Koontz continued the set of graceful aerobatics with a beautiful demonstration of the capabilities of the Super Decathlon. Then it was Sean D. Tucker’s turn to introduce the crowd to a different kind of flying: power aerobatics. Weighing in at only 1,200 pounds, the 400 hp Oracle Challenger III biplane allows Sean to do pretty much anything he wants to do in the air, which is why over half of his maneuvers are original and unique to his show. He is the only pilot to perform the triple ribbon cut, flying through the 25 foot poles at over 200 mph in right knife-edge for the first ribbon, then left knife-edge and finally inverted.

The “Golden Knights”, who had opened the show, now returned to the skies. SSG Curtis Haugen performed a solo jump, hurtling through the skies at amazing speeds and spiraling in to a perfect landing right at show center. He then took over the narration for the remainder of the demonstration as the rest of the team exited the C-31A Friendship in a mass jump. The six jumpers formed up and fell as a group while the team photographer orbited them until they separated in dramatic fashion in the downward bomb-burst. Individual jumpers flew in the Army, MIA/POW and Pennsylvania state flags while others paired up canopy-to-canopy, separating at the last possible moment and landing right at show center. After wrapping up their parachutes and donning their distinctive red berets, they presented the baton to Arnold Palmer.

The Aeroshell Aerobatic Team demonstrated the capabilities of the veteran AT-6 Texan trainers in dramatic fashion with a number of close formation routines. The only downside of their demonstration was the liberal use of smoke which did not disperse in the calm air and soon clouded the otherwise clear skies. Then, for the first time since the last millennium, the Blue Angels began their aerial demonstration over Latrobe. With “Fat Albert” still undergoing maintenance, the C-130 demonstration was performed by “Ernie”, on loan from the “Rangers” of VMGR-234.

The crowd was particularly engaged, as the local Hercules-equipped unit, the 911th Air Wing based at the Pittsburgh Air Reserve Station, is slated for closure and “Save the 911th” signs were visible throughout the crowd. The Blue Angels put on their usual impressive show. Saturday’s substitution of the F/A-18D led to an unusual Diamond formation numbered 3-2-7-4.

Overall, the air show organization was quite impressive for what was essentially an inaugural event. Once on the airport grounds, vehicles were quickly and efficiently directed to parking spots by volunteers. (However, getting to and later getting out of the airport was a real problem. Traffic was backed up over a mile and tempers flared as people jockeyed for position to exit the grounds. Better coordination with local police to actively direct traffic instead of relying on existing traffic lights and signals would most likely go a long way towards resolving this issue.) Discounted advance ticket sales meant there were short lines at the entrance gate. The showline was long and there was plenty of room to set up chairs. Coolers were allowed and many families picnicked in the grassy areas. A kid’s area was available. Beer and food stands were broadly distributed and reasonably priced. Restroom facilities could have been more widely spread out, but were sufficient. Airboss David Schultz did a great job of keeping the action going, despite the necessary interruptions caused by the commercial flights, and announcer Mike McFarland managed to achieve the right balance of providing timely information and knowing when to allow the performances to speak for themselves. Organizers estimated the attendance at between 80,000 and 100,000 per day, with a similar number of people watching the air show from nearby parking lots, front yards and the surrounding hills. Proceeds from the Westmoreland County Air Show benefit the Leukemia and Lymphoma Society which is another good reason to support the air show.

It was great to see the return of the Latrobe Air Show and we hope it resumes its tradition of being a yearly affair. AirshowsReview would like to thank Dwayne Pickels for his assistance during Friday’s Media Day.



- Airbus A320, in Spirit livery, top left.
- Blue Angles top right.
- Jack Knutson Firebirds Extra 300S, mid left.
- P-51D Mustang, upper mid right.
- Rob Holland MX2 Aerobatics, lower mid right.
- F/A-18C from USN VFA-106 "Gladiators", bottom.



AVIATION NATION 2012

NELLIS AIR FORCE BASE, NV
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 NOVEMBER 10-11





While just watching four Mirage 2000 fighters taking off for a strike mission is certainly awesome, the deafening sound and chest rattling force of their afterburning engines combine to make witnessing their launch up close an unforgettable experience. But that's just the beginning. Add the equally impressive launch of another 33 fighter jets, 4 transport aircraft, 2 helicopters an air-to-air refueller and an E3 AWACS and you'll have witnessed the complete spectacle of a combined force mission launch cycle. Welcome to Maple Flag.

First held in 1978, Maple Flag is now a yearly multinational armed forces training exercise held at Canadian Forces Base Cold Lake in North Eastern Alberta. Born from the concept that providing fighter jet aircrews with exceptionally realistic combat training greatly increases their survivability when sent to war, the exercise has now grown to include aspects of Army and Navy forces as well.

This year Maple Flag 45 ran from May 28th to June 22nd and saw participants fly aircraft to CFB Cold Lake from as far away as Brazil, France and New Zealand. While the exercise is typically comprised of three, two week sessions, economic constraints and commitments to numerous international conflicts made it difficult

for many countries interested in participating to commit the funding and resources required to attend. Consequently this year the exercise had only two, two week sessions with some countries able to participate in both sessions.

Although, by past standards, it was considered a small exercise this year, Maple Flag 45 provided a diverse and interesting list of participant aircraft. Fighter aircraft included 3 variants of French Mirage 2000s, 2 variants of Singapore F-16 Fighting Falcons, Canadian CF-18 Hornets, United States Navy F/A-18 Super Hornets and Top Aces Alpha Jets. Transports included C-130H and J model Hercules aircraft from New Zealand, Brazil, Britain and Canada as well as a French C-160 Transall. Canadian CC-130 Hercules and CC-150 Polaris Multi Role Tanker Transports provided air-air refuelling and E3 Sentries from either Britain or France provided AWACS coverage daily. Canadian CH-146 Griffon helicopters were the only rotor wing aircraft flying missions. During the changeover between sessions other aircraft were seen coming and going as planes and people transitioned out after session one and in for session two. KC-10 Extender refuellers, A-340 and CC-150 transports were present between the departures and arrivals of participant aircraft.

The air forces of countries around the world are attracted to participate in Maple Flag due to the exceptional training opportunities provided by Maple Flag’s primary training asset; the Cold Lake Air Weapons Range (CLAWR). Contained within the world’s largest unrestricted airspace, the CLAWR is a state of the art air warfare training ground covering more than 11,600 sq kms. With over 640 targets ranging from full airfields to individual vehicles, its live weapons ranges and high tech array of both infra-red and radar guided ground based threats, makes the realism of the training provided at Maple Flag exercises highly desirable to Allied Forces. But Allied Force participants, the good guys referred to as the “Blue Air”, aren’t only challenged by the ground based threats of the range during missions. Opposing Force “red air” assets are tasked with simulating a realistic and capable enemy air force to provide the highest possible level of threat realism to the training.

Each day Maple Flag runs a full AM and PM mission. The full mission cycle starts with briefings on several topics including a conflict update, weather and the threat environment. Next the lengthy and detailed process of mission planning is completed. With the planning complete, the full mission briefing is given and elements complete their individual briefings. Execution begins with the mission launch followed by the execution of the plan, mission recovery, evaluation of the fight and the mission debrief. With the debrief over, it’s time to start the process again for the next day’s mission. The pace is grinding and those who have experienced a real conflict say it’s excellent preparation for the real thing.

The primary Blue Air operations included most fighters doing strike missions against enemy targets. French Mirage 2000Ns and Ds, Singapore C and D model F-16s and Canadian CF-18 aircraft launched with both guided and un-guided bombs along with air-to-air missiles for self protection. Mirage 2000-5s and additional CF-18s were tasked with Combat Air Patrol to protect Blue aircraft against the Red Air threat and only carried air-to-air missiles. Transports were tasked with troop movements or airborne re-supply of troops on the ground in the combat theatre. As in a real conflict, first to launch and last to recover each day were the AWACS and refuelling aircraft.

The Red Air role at Maple Flag 45 was filled by a combination of Canadian Hornets and Alpha Jets from Top Aces. Top Aces are a civilian company contracted to provide Dissimilar Air Combat Training and other cost effective training programs to the Canadian Armed Forces.

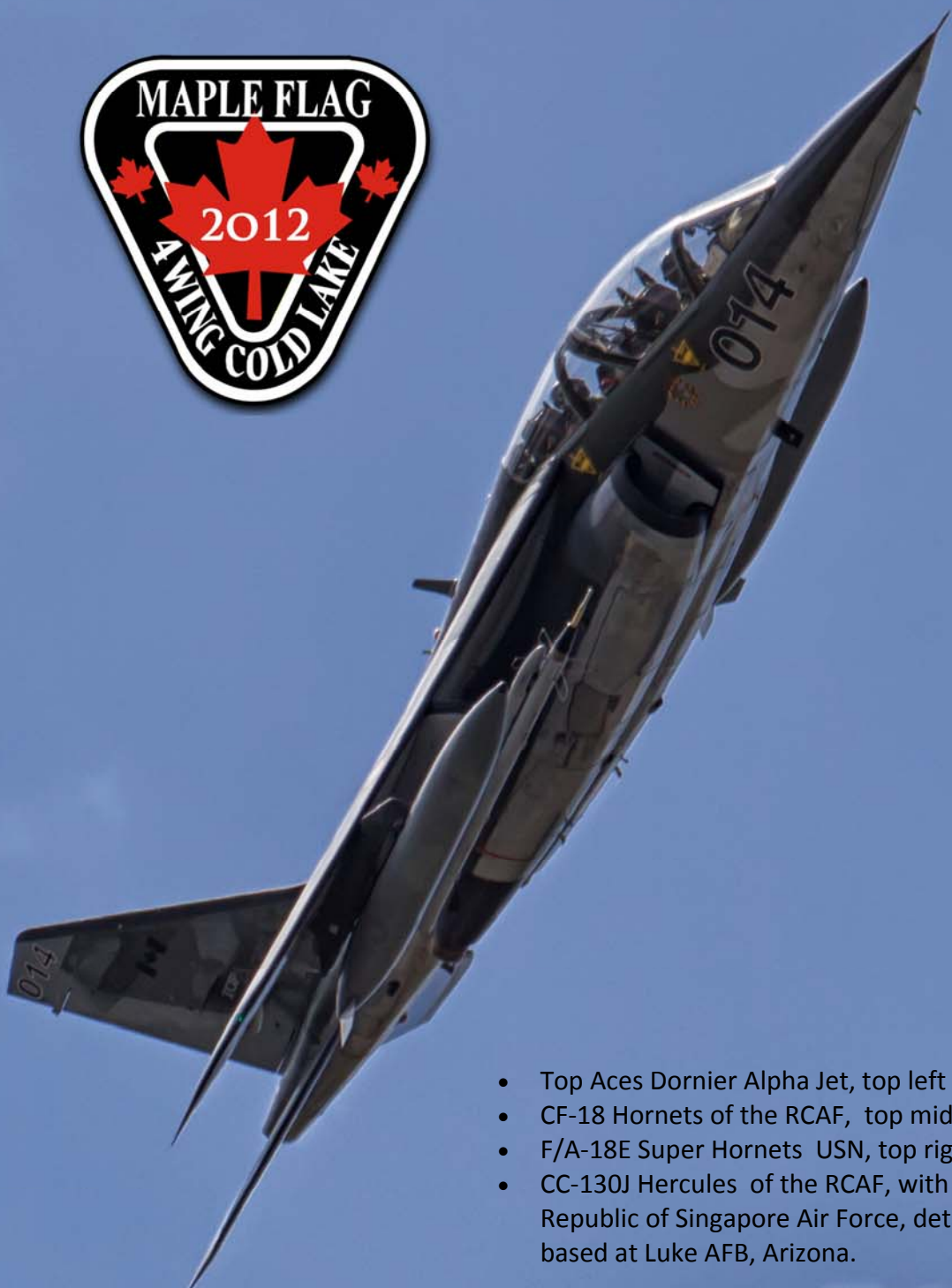
The Alpha Jets carry an A100 Electronic Counter Measures pod that allows them to realistically simulate radar signals of potential enemy aircraft as well as jammers to allow them to jam Blue Force radars and communications thereby providing them with an experience of what facing their potential foes would be like that is as realistic as possible.

Those considering heading up to check out Maple Flag in person can find a wealth of information available to the public by searching the internet for intel on dates and participating countries. The RCAF 4 Wing website as well as those of the Cold Lake Sun and Courier newspapers are a good place to start. There is a public open house day held each year when many of the participating aircraft are gathered for static display and tours which provide an opportunity to get up close to the unique aircraft of foreign countries that are rarely seen in North America.

CFB Cold Lake is roughly a 4 hour drive north east from Edmonton Alberta. Apart from the flight line areas, the base is open to civilian traffic allowing people to transit through the base to a public viewing area next to the north end of the primary runway R13/31. The viewing area is just over 100m from the taxi way and has a small set of bleachers for watching operations as aircraft taxi, takeoff and land. A tall chain link fence can obstruct the view from the bleachers for taking pictures, but a short walk across the road to the fence puts viewers less than 50m from the taxiway and with some practice, taking pictures through the fence can put you right next to the action. Depending on the active runway, this spot provides for great shots of aircraft as they taxi in from landing on R31 right and left or as they taxi and take off of R13 left. While the public viewing area is the only official viewing area, there is also a parking area near to the approach end of runway R22 for watching aircraft on approach if it’s in use and the parking lot of the nearby Medley Terminal can provide for some good viewing if R22 is in use and fighters are doing a left hand break for their approach.

While the base is certainly active year round and seeing even a few fighters is far better than none, there’s no question that going to Cold Lake in the late spring to witness the base as it hosts a Maple Flag exercise is the most highly recommended time to go and witness a unique and unforgettable experience.





- Top Aces Dornier Alpha Jet, top left and below.
- CF-18 Hornets of the RCAF, top middle.
- F/A-18E Super Hornets USN, top right.
- CC-130J Hercules of the RCAF, with a F-16 from Republic of Singapore Air Force, detachment based at Luke AFB, Arizona.





- C-160 Transall, from Armée de l'Air, top left.
- Mirage 2000 5F Escadron de Chasse 01.002 Cigognes, middle left.
- Airbus A340 of the Armée de l'Air, bottom left.
- Boeing Sentry AEW1 of the RAF, from Waddington, UK, top right.
- C-130H of the Força Aérea Brasileira, middle right.
- Mirage 2000 D from Armée de l'Air, bottom right.



IMAGES FROM DUXFORD 2012

Photography by Takeshi Shinoda

Our correspondents, Takeshi Shinoda, visited the Flying Legends Air Show, on June 30th at the Imperial War Museums (IWM), Duxford. He forwarded to ASR the following images to share with our readers. IWM at Duxford usually has several air shows in the summer, and all are well worth the admission fee, and it is a must see event if in England when these air shows take place. At Duxford one can see not just the air shows, but one of the finest aviation Museums in the world, which is open year around.



Bücker Bü.133 Jungmeister



Westland Lysander Mk III



Spitfire Mk IX FRXIVe and XIX



Fairey Swordfish Mk II



Junkers Ju-52

WW2 Warbirds fly-by



Republic P-47G Thunderbolt



Aero Lancaster



Spitfire with two Hispano Buchon (Me-109)

Curtiss P-40B Warhawk



Hispano Buchon (Me-109)



Curtiss 75 and P-40F Warhawks



ROYAL AIR FORCE WADDINGTON INTERNATIONAL AIR SHOW

Report by the ASR Team with photography by Takeshi Shinoda

Held annually over the first weekend of July at Royal Air Force Waddington, Lincoln, the RAF Waddington International Air Show (RAFWIAS) is the largest of all RAF air shows, apart from the Royal International Air Tattoo (RIAT) held a week later at RAF Fairford, in the UK.

Since its initial opening year in 1995, the RAFWIAS has grown in size and popularity and it is one of the must-see show events for any aviation enthusiast. Air shows hosted by air forces on air bases are the best way to increase public awareness and understanding of their role today, and the RAF does this extremely well. All proceeds from the air show are donated to RAF charities each year, just as it is done at RIAT. These two events are very similar.

The daily seven-hour flying displays featured the Red Arrows, the RAF Falcons parachute team, the Battle of Britain Memorial Flight, the Belgian Red Devils, Italian Frecce Tricolori, Korean Black Eagles, Polish Air Force's Team Orlik, Saudi Arabian Hawks, and the Blades Aerobatic Team. There were 92 static aircraft on display from 18 countries; despite defense cuts by the EU, USA, and others around the world.

The wet weather hampered the show and the attendance was off a bit for 2012, from the usual 140,000+, but still 60,000 visitors attended each day, a very respectable figure considering the weather conditions. A notable visitor, Prince Edward, the Earl of Wessex, visited the air show on Sunday.

Overall it was a great show to visit and we highly recommend it for all air show enthusiasts in the UK and around the world who plan to attend in 2013.



WADDINGTON

INTERNATIONAL AIRSHOW

#1



#2



#3



1. The Republic of Korea Air Force's Black Eagles KAI T-50B Trainer.
2. The Battle of Britain Memorial Flight in formation.
3. Spitfires of the Battle of Britain Memorial Flight.
4. The Saudi Arabian Hawks.
5. The Polish Air Force's Team Orlik, PZL Super Orlik turboprop trainers.
6. Italian Air Force's Il Frecce Tricolori. This was their only appearance in the UK.
7. The Avro Lancaster.
8. Royal Netherlands Air Force F-16AM Fighting Falcon Solo Demo Team with the "Orange Lion" livery.
9. The Royal New Zealand Air Force's Boeing 757-200.

#5



#6



#7



#8



#4



#9



The perfect Christmas or any time gift for the Aviation enthusiast!



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Bell P63
A-10 Thunderbolt II
IL-28
IL-10M
Pe-2
Tu-16
Tu-22M
Tu-22
Tu-16A
Tu-4

IL-28
IL-10M
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Tu-22M
Tu-22
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IL-28
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AIR FORCE MUSEUM MONINO

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RIAT 2012

Report by the ASR Team
photography as noted



For 2012 the Royal International Air Tattoo (RIAT) at RAF Fairford in Gloucestershire, offered a star-studded line-up of 268 aircraft from 25 nations including five national aerobatic teams: The Red Arrows from the UK, Al Fursan (the Knights) from the United Arab Emirates, Black Eagles from South Korea, Royal Jordanian Falcons, and the Patrouille Suisse from Switzerland.

Despite the adverse weather that ranged from torrential rain, heavy showers to a few dry moments with the sun trying to break through, over 130,000 braved the elements to enjoy the show.



Red Arrows ©2012 Peter Thivessen

RIAT, traditionally is one of largest military air shows in the world that the public can attend. Usually drawing 200,000 or more, but this year the weather was dreadful and the organizers limited the crowds due to safety concerns to 130,000 or so by closing off the gates earlier. RIAT draws aviation enthusiasts all from all over the world, and those who attend: who are willing to pay the high fees for the entrance fees, or for the upgraded seats it is worthwhile, as the action is non-stop, rain or shine. Although the bad weather did prevent some of the displays from being perform, the ones which did performed were exceptional.

Some of the highlights included the first time appearance of the B-2 stealth bomber "Spirit of New York" from the USAF. The Korean Black Eagles Team's performance was deemed to be the best of the air show, and one of the best ever seen in the UK air shows. The 'EIIR' formation consisting of 27 RAF Hawks, was repeat of what that passed over Windsor Castle to mark the Diamond Jubilee, even in the inclement weather conditions. For noise, afterburner glow and smoke, the Polish MiG-29 did not disappoint. There was a traditional Battle of Britain Flight of WWII warbirds, and the return of the Avro Vulcan which required replacement of both port Rolls-Royce Olympus engines, after a May 28 mishap caused by the failure to remove silica gel desiccant bags prior to star-up, that destroyed two engines.

In addition to flying displays, there were other entertainment to dazzle the visitors the most interesting being the Japanese Taiko drummers from the Iruma Air Base in Japan. The troupe arrived on board a Boeing KC-767J from the Japanese Air Self-Defense Force (JASDF), the first operational aircraft from Japan to appear at a flying display outside Asia.

Over all it is truly an international event, it is quite expensive to attend but as the saying goes "You get what you pay for". If and when the weather cooperates it is an excellent event, much better value for the money than Oshkosh in the USA. Otherwise it is more suitable for the hardcore enthusiasts who are prepared with weather proof clothing for the inclement and fast changing weather.



B-2 Spirit of New York ©2012 Wolfgang Jarisch



Jet Provost T3 ©2012 Peter Thivessen



MV-22B Osprey ©2012 Peter Thivessen



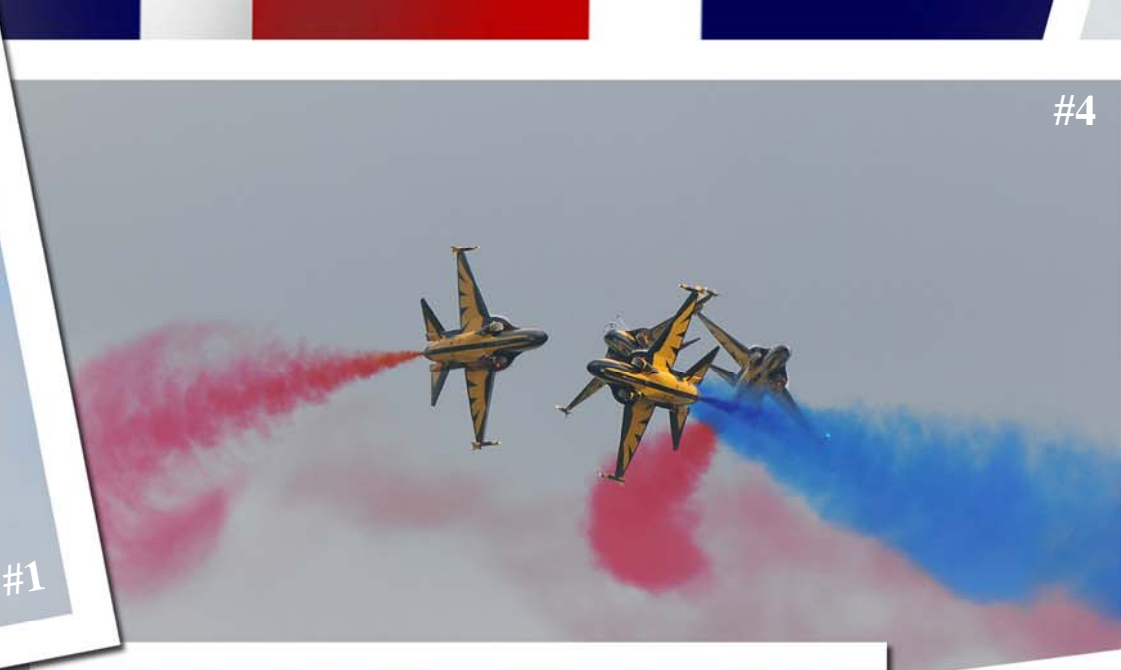
Formation flyby



- RAF Typhoon FGR4 ©2012 Peter Thivessen
- Polish MiG-29A ©2012 Wolfgang Jarisch
- Polish (2) MiG-29A ©2012 Peter Thivessen



#1



#4



#6



#2



#5



#7



#3



#8

1. UAE Al Fursan Team, MB339 NAT, ©2012 Peter Thivessen
2. Korean Black Eagles Team T-50 ©2012 Peter Thivessen
3. Avro Vulcan ©2012 Peter Thivessen
4. Korean Black Eagles T-50 ©2012 Peter Thivessen
5. USN F/A-18F Super Hornet, ©2012 Wolfgang Jarisch
6. Polish Mil Mi-14 ©2012 Wolfgang Jarisch
7. RAF Typhoon FGR4 ©2012 Wolfgang Jarisch
8. Russian Yak-130 "Mitten" ©2012 Peter Thivessen



#1



#2



#3



#4



#5



#6

1. Patrouille Suisse Team, F-5E Tiger II, ©2012 Peter Thivessen
2. Columbian C-130H Hercules ©2012 Wolfgang Jarisch
3. Gloster Meteor T7 ©2012 Peter Thivessen
4. RAF Tucano T1 EIIR (top View) ©2012 Peter Thivessen
5. RAF Tucano T1 EIIR (underside view) ©2012 Peter Thivessen
6. RAF Tucano T1 EIIR (underside view) ©2012 Peter Thivessen
7. OV-10B Bronco ©2012 Peter Thivessen
8. Avro Anson ©2012 Peter Thivessen
9. RAF VC-10 ©2012 Wolfgang Jarisch
10. French Navy Super Étendard ©2012 Peter Thivessen



#8



#9



#7



#10



The 48th Farnborough International Air Show, Britain's greatest air spectacular returned bigger than ever for the largest aviation trade shows in the world, concluding with a two day public air show.

Farnborough International Airshow place to be for aircraft manufacturers, onstrate aircraft, ment opportunities US\$72 billion the week by various

The US\$72 billion represent billion when compared to the dence to the show's success, 20%

Over 150,000 people attended during attended with a further 13 delegations FIA, in Hampshire, which was officially Great Britain and Northern Ireland,

Over 140 aircraft took part in the including the Boeing 787 Dreamliner – and the Airbus A380 in attendance ing V22 Osprey, a Saab Gripen Fighter

Show, Britain's greatest air spectacular returned bigger than ever for the largest aviation trade shows in the world, concluding with a two day public air show.

(FIA) is held once every two years. The seven day long affair is the aerospace, defence, space and security sectors to showcase and dem- equipment and technologies. The show is known for its environ- specifically designed to facilitate tailor-made and unrivalled to meet, negotiate and announce business deals. This year over worth of commitments and orders were announced throughout companies at Farnborough covering a total of 758 aircraft.

a 53% increase from the previous show in 2010, but off by US\$16 2008 figure when sales peaked at US\$88 billion. To add further cre- of the 1500+ exhibitors have already rebooked for the 2014 show.

the course of the week; over 70 military delegations from 46 countries from the civil sector. A flypast by the Red Arrows kicked off this year's opened by David Cameron, Prime Minister of the United Kingdom of and further 6 Cabinet members making keynote speeches.

static and flying displays at the Farnborough Aerodrome in Hampshire which flew on the first three days of the show – a Boeing and FIA first for the full seven days. Flying display highlights included the Bell Boe- and the Korean T50 jet trainer.

Now let's highlight a bit of the public days and the air show portion of the FIA. The spectacular 5 hour flying display was on Saturday and Sunday 14 & 15th July. The display included aerobatic teams demonstrations by the incomparable Red Arrows, the Breitling Jet Team and the Blades Aerobatic Display Team. Additional airborne entertainment was provided by the Battle of Britain Memorial Flight and crowd favourite the Avro Vulcan, contrasting with the cutting edge technology of the Yak 130, the AAC Apache Helicopter and the giant passenger jet: the Airbus A380.

Of course there were many static aircraft but what has really stood out from the rest at the show; first European public appearance of Virgin Galactic's SpaceShipTwo replica. The public had the opportunity to get up close to see the future of commercial space travel at FIA. A prototype Mars Rover named 'Bridget' was on display in the show's Space Zone in Hall 3.

Overall FIA was a roaring success, the scale and popularity of the show continues to have a positive impact on the economy with an independent report estimating a contribution of over £30 million, to the local economy. ASR would like to thank the organizers for their kind cooperation and media passes. We look forward being back to the FIA in 2014!



B-52H Stratofortress from the United States Air Force Global Strike Command, above ©2012 Wolfgang Jarisch

AgustaWestland AW139 duo, bottom left ©2012 Wolfgang Jarisch, and trio on bottom right ,©2012 Peter Thivessen





The Blades Aerobatic Team flying in the Extra EA-300s above and middle ©2012 Wolfgang Jarisch

The Russian Yak-130, top right, and the Boeing 787 Dreamliner bottom ©2012 Peter Thivessen





DAYTON AIR SHOW

Report and photography by
Ricardo von Puttkammer

The 38th Annual Vectren Dayton Air Show was held on July 7 and 8, 2012 at the Dayton International Airport in Vandalia, Ohio. This year's attendance was down to about 47,000 people due to extreme hot conditions. The temperature reached 102 degrees Fahrenheit (39 degrees Celsius) on Saturday, keeping emergency units very busy.

As is customary at most air shows, both days started with the National Anthem being played while a member of a parachute team brings an enormous US Flag down to earth as it is being circled by an Extra 330SG flown by Mike Goulian. This was immediately followed by high speed passes by 2 F-16Cs Block 42 from the Ohio National Guard 112th Fighter Squadron, 180th Fighter Wing, flown on Saturday by Lt. Col. Aric "Diver" Dimeff and Lt. Col. John "Skeeter" Silance and on Sunday they were flown by Major Nick "Waldo" Zetocha and Captain Dustin "Wayst" Buchenroth.

The highlight of the show was on Saturday when 2 QF-4Es from the 82nd Aerial Target Squadron (82ATRS) from Tyndall Air Force Base flew together with P-51 "Quicksilver" flown by Vlado Lench. It was a special treat to see 2 QF-4Es in the air at the same time. On Sunday the Heritage Flight was with just one QF-4E and the P-51.

Paul Wood flew the beautifully restored Douglas A-4B from the Warbird Heritage Foundation representing an A-4C flown by LCDR Ted "T.R." Swartz who shot down a MiG-17 in 1967 over North Vietnam. Another memorable performance at the show was by the only BAE Sea Harrier in civilian hands flown by retired Marine Corp pilot Art Nalls, who put the Sea Harrier through its paces culminating with a vertical landing.

The mighty Boeing B-52H did a one-pass flyby on Saturday only, with its eight Pratt & Whitney TF33 engines leaving their distinctive trail of smoke behind.

The Tora! Tora! Tora! flight team was back in Dayton. Their show features pyrotechnic, fire, explosions and smoke. They fly highly modified airplanes to make them look like Japanese airplanes that were used in the actual attack. These planes were first seen in the late 1960's motion picture Tora! Tora! Tora! They are flown by members of the Commemorative Air Force, based in Midland Texas. Their performance ended with a huge fire wall! There were also flights by a T-6 from the Tuskegee Airman National Museum and J-3 Piper Cub celebrating the type's 75th Anniversary. P-51 "Quicksilver" flew again this time with Scott "Scooter" Yoak at the helm.

Captain Dustin "Wayst" Buchenroth



Gene Soucy not only flew his colorful Grumman Showcat biplane during the air show, but he gave an impressive display on Friday night at the party hosted by the Wright Bros. Aero company to welcome the performers and crews to Dayton. It was a free event for the public with live music entertainment and refreshments. The Sea Harrier also flew Friday evening and at sunset 2 EF-18G Growlers made a landing break over the crowd as they arrived for the static display area. Gene also flew with Teresa Stokes during the regular air show days in their wing walking routine.

The air show ended each day with the United States Navy Blue Angels. Fat Albert is still out on routine maintenance. Eddie, a KC-130T, is replacing Fat Albert at air shows in the meantime, but it only flew on Friday during practice and media day.

There were many aircraft on static display including a DC-3 in American Airlines livery from the Flagship Detroit Foundation.

General admission to the show was \$20 for adults and \$15 for kids, with discounted prices if purchased at area Kroger Supermarkets. Parking was \$10. They also offered family 4-pack tickets for \$74 which included hot dogs, sodas and souvenir program. For \$37 per person, one could stay at the Pavillion seating. For those who want to enjoy the air show in a more comfortable environment, the Blue Sky Chalets were available for \$99 per person. These are air conditioned tents, with breakfast and lunch included. They have outside seating, although not a great location to see the show since it is quite a distance away from the flight line and it has another row of corporate chalets in front of them. They have their own bathroom facilities and it is a great place to cool off, grab a bite and go back out to watch the air show. There is also the Chairman's Club for \$1,200 a day. That gives you a table near the flight line that seat six people, with food and beverages included. For those who want to photograph the show, their best option is to obtain a Photo Tour ticket at \$80 for 2 days. A limited group of enthusiasts is allowed to enter the show grounds at 7 AM to photograph the static line up without the crowd around the planes. The tour is over at 9AM. They also offer a supplement to the Photo Tour ticket. The Photo Pit tickets are \$40 for both days. The photo pit is located by the flight line fence, with a tent and ice water available all day.

There were plenty of bathroom facilities and food vendors were well distributed throughout the air show grounds. There were also facilities for children to play. Helicopter rides were being offered by the Sky Soldiers. A ride on a UH-1H Iroquois was \$50 and a ride on a AH-1F Cobra was \$450.

ASR would like to thank Shiela Wallace for all her assistance during my coverage of the air show.



- (2) F-16s of the Ohio ANG, top.
- CT-142 Dash-8, middle.
- Douglas A-4C Skyhawk, bottom.



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It will one day be the backbone of Canada's Air Force. But not only will the F-35 support the nation's varied security and peacekeeping missions; it will build businesses, create jobs and enhance Canada's ability to compete in the global technology marketplace. F-35 Lightning II. More than a plane. A partnership for progress.



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LOCKHEED MARTIN

Air Expo at Joint Base Lewis-McChord

Report by Norman A. Graf with photography as noted

The first Air Expo at Joint Base Lewis-McChord (JBLM) took place Saturday and Sunday, July 21 & 22. Prior to this year, the biennial airshow took place at McChord AFB, which has now been merged with the Army's Fort Lewis. It was therefore appropriate that the stars of the show were the premier aerobatic teams from both services: the U.S. Air Force Air Demonstration Squadron the Thunderbirds, and the U.S. Army Parachute Team the Golden Knights. Almost twenty additional aerial performers and a vast expanse of current and vintage aircraft and military vehicles on static display contributed to the stellar lineup. Five hours of flying were filled with seven aerobatic performances, two jet teams, appearances by all three of the USAF heavy bombers, tactical demos by Viper West and the C-17, a Vietnam-era helicopter display and CSAR demo, a USAF Heritage Flight, parachute demonstrations and, yes, even the jet car.

The gates opened at 0800 Saturday under gray skies. Visitors entering at the main gate experienced an inexplicable hour-long, stop-and-go drive to the parking area, a harbinger of things to come later in the day. Security checks were rigorous but fast and efficient, at least early in the day. Once past the entry control point, visitors were greeted by a McChord-based C-17 Globemaster III surrounded by a number of warbirds, current military aircraft, and Army ground vehicles. The Navy sent a resplendent T-45C Goshawk from NAS Meridian and an F-18F Super Hornet from VX-31 based at NAS China Lake. A NASA T-34 Mentor flew in from Dryden Flight Research Center at Edwards AFB. An F-16D from the Lone Star Gunfighters and an F-15C from the Redhawks represented the Air National Guard from Texas and Oregon, respectively. Warbirds included the B-17G "Sentimental Journey", T-28 Trojan and AT-6 Texan, among others. The 28th Bomb Squadron from Dyess AFB sent two B-1B Lancer bombers, one of which



the grounds.

Another static display area was located at the north end of the viewing area, at air show left. Here were found the large military aircraft such as the KC-10 from Travis AFB, a KC-135 from MacDill AFB, and an extremely rare AC-130H "Spectre Gunship" from Cannon AFB. Armed with a side-firing 105mm howitzer (the same as on the Stryker) and a 40mm Bofors gun, its awesome firepower and long loiter times put it in high demand in the skies above Afghanistan which is why it is so rarely seen on the air show circuit. Two A-10s from Davis-Monthan AFB, which also provide close air support for ground troops, were parked nearby. NAS Whidbey Island sent two of its EA-18G Growler aircraft from VAQ-129. The rest of the tarmac was taken up by a wide variety of Army helicopters, most of which are based at JBLM: AH-64 Apache "Longbow", CH-47 and MH-47G Chinook, LUH-72 Lakota, MH-60L Blackhawk and OH-58 Kiowa Warrior. There was barely enough time to view the static displays before the flying began.

The air show began with a parachutist from the 22nd Special Tactics Squadron jumping from a C-17 and flying in the American flag. Herb Baker then performed in his T-28 Trojan "Ditto", his wing-tip vortices coalescing to form smoke rings which he then flew through on his return passes. The distinctive "whomp, whomp, whomp" announced the arrival of the UH-1 Huey, which, along with the AH-1 Cobra, put on an amazing display of military flight maneuvers.

Both helicopters are from the nearby Olympic Flight Museum. Greg "Wired" Colyer then showed what his T-33 "Ace Maker" is capable of, performing high loops, dirty passes and high speed passes down on the deck. This was followed by the C-17 tactical demonstration, performed by a Globemaster III from Hickam Field in Hawai'i. The slow speed dirty pass and the short-field landing capabilities of this huge cargo aircraft are particularly impressive. The civilian flying resumed with Vicky Benzing in her FESTO Extra 300. Flying under mostly leaden skies she nevertheless put on a brilliant display of aerobatic flying. Her Tucker-Upper is second only to that of the creator of that routine. The Golden Knights Gold Team then demonstrated the parachuting skills which have won them innumerable medals in international competitions. After departing their C-31A Troopship, pairs of jumpers joined up in vertical stacks to fly in the MIA/POW and Washington state flags while another pair locked legs and spiralled in completely vertically, separating at the last possible moment to land at show center. On Sunday, the Golden Knights went up with Medal Of Honor Recipient Staff Sargent Leroy A. Petry. Unfortunately Sunday's low ceiling did not permit Sargent Petry to jump with the team. He received his Medal of Honor on July 12, 2011 for his heroic actions in combat in Afghanistan on May 26, 2008 where he saved the lives of two fellow soldiers and lost his right hand. Then, with a mighty roar the B-1B took to the skies flown by Major Jim "slac" Corrigan and his crew. Its first pass was at a low speed with wings swept forward, but the following two were swept-wing high-speed passes with lots of afterburner and vapor. What an amazing sight! With the next act already in the air, the Lancer, with gear extended, was forced to go around, performing a very rare dirty pass in front of the crowd. The Patriots jet team, which includes former members of the Thunderbirds, Blue Angels and Snowbirds, put on an excellent six-jet demonstration, their synchronized colored smoke showing up equally well against the low ceiling or in the patches of clearing sky. An exciting new element of their display was a wall of fire as the delta formation flew by at low altitude. On Saturday only, spectators were treated to a fly-by of a B-52 from Minot AFB. Unfortunately only a single flat pass was allowed as part of the crew's training mission, but it was still an amazing sight to see the over fifty year old aircraft in the air. The Stratofortress flight was the perfect segue to the next performance: the Vietnam-era Combat Search And Rescue (CSAR) demonstration. An O-1 Bird Dog spotted the downed pilot and called in an A-1 Skyraider to provide close air support. Several passes by "The Proud American" protected the airman until the AH-1 Cobra gunship could appear on the scene. It provided suppressing fire while the UH-1 Huey came in fast, touched down briefly and lifted off with the rescued crewman. It was an amazing display of aerial coordination and flying skills.

©2012 Norman A. Graf

Then it was fast-forward to the present day as the B-2 Spirit appeared out of nowhere (again only on Saturday). Despite the announcer's statement to the contrary, this was the "Spirit of Ohio" from Whiteman AFB on a training mission, making three passes which showed off both the futuristic form and the narrow silhouette to good advantage. John Klatt then showed off the amazing aerobatic capabilities of the Air National Guard MXS, demonstrating why this airframe was such a favourite in the Red Bull Air Races. He was followed by Lee Lauderback, flying a more restrained routine in his P-51D Mustang "The Little Witch". Then, in a rare 2012 air show appearance, the F-16 Fighting Falcon from Viper West leapt from the runway. Captain Garrett "Mace" Dover wasted no time getting airborne, applying full afterburner and pulling vapour on his takeoff. Although short in comparison to tactical demos of the past, it was a blast to watch him turn and burn through his routine. He soon joined up with the waiting Mustang to begin the Heritage Flight. Three graceful passes by the two fighters from different eras flying in close formation ended with a cross in front of the crowd. Tim Weber turned in an impressive aerobatic performance. Although he started the season flying the MXS, his most recent two shows in Washington have been in his Extra 300.

Then it was time for the headline act, the Thunderbirds, returning for their first appearance in four years. On Saturday there was a rather long delay between taxiing out and finally taking off, which led many in the crowd to exit early in hopes of avoiding traffic. However, once the team took to the clearing skies they put on their high show, which, no matter how often one sees them perform, is always impressive. The white clouds and blue skies were a photographers delight, and majestic Mount Rainier finally appeared late in the day to provide a beautiful backdrop to the delta formation at the end of the show.

The Air Expo is the Pacific Northwest's largest air show and organizers had expected a large turnout. However the thunderstorms during the preceding week and a forecast for continued poor weather through the weekend put a damper on the crowds. Saturday's crowd was estimated at 100,000. Cooler temperatures and drizzle further reduced Sunday's attendance to around 50,000. Reports of traffic backups and long waits to both enter and exit the base on Saturday may also have had an effect on the number of visitors. Although well short of the record 375,000 people set in 2008, the base plans to host the Air Expo again in two year's time. See you there in 2014!

AirshowsReview would like to thank the JBLM Public Affairs Office, and in particular, Joe Piek, Bud McKay and Joe Kubistek, for their assistance during Thursday's Thunderbirds arrival, Friday's Media Day and during the show.

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- UH-1K Huey and AH-1S Cobra
© 2012 Ricardo von Puttkammer
- Coinforce Jet dragster with Tim Weber, below © 2012 Ricardo von Puttkammer
- Parachutist from the 22nd Special Tactics Squadron, top right © 2012 Ricardo von Puttkammer.
- T-28 Trojan, mid right © 2012 Norman A. Graf
- A-1 Skyraider, "The Proud American", mid and bottom right © 2012 Norman A. Graf





B-1B in the air from Dyess AFB



F-16 C from Hill AFB, Utah



- Douglas C-124 Globemaster II, top
- Lockheed C-141B Starlifter, bottom



B-1B LANCER

Capt. Bernard "SPAWN" Nyzio

Maj. Brendon "CARNIE" Weygandt

Maj. Jim "SLAC" Corrigan

Capt. Adrian "JESUS" Kays



Marinefliegergeschwader 5-Kiel



AirShowsReview had a rare inside view and opportunity to attend the Fly Out at the Marinefliegergeschwader 5 at Kiel-Holtenau, in Germany. Marinefliegergeschwader (MFG), translates to Naval Air Wing.

The Naval Air Base is located in Kiel. Kiel is a beautiful scenic port city approximately 90 kilometers (56 mi) north of Hamburg. Due to its geographic location in the north of Germany, the southeast of the Jutland peninsula, and the southwestern shore of the Baltic Sea, Kiel has become one of the major maritime centers of Germany. In Kiel, there is a yearly Search and Rescue exercise and meeting hosted by the German meeting MFG 5 from Kiel-Holtenau.

This year the full scale event was cancelled due:

- to the ongoing engagement in operation ATALANTA (EU NAVFOR – ATALANTA: to provide security using naval forces against the Somali pirates at the horn of Africa),
- to the preparations to move the Naval Air Wing 5 from Kiel-Holtenau to Nordholz
- and the lack of personnel and the organizational workload due to the above.

However, a small weekend gathering was arranged for friends of the MFG 5. Some of the participants included Lithuanian Air Force, Polish Navy, Canadian Forces SAR 8th Wing from Trenton, the Royal Netherlands Navy, the Royal Navy (UK) and from the German, Army and Navy.

A brief history of the “Seefliegerhorst” (Naval Air Base) in Kiel-Holtenau:

- 1913 establishment of the naval air base in Putzig
- 1914 moving to Holtenau
- 1926 foundation of the “Seefliegersversuchsabteilung” (Naval Wing Test Department)
- 1927 foundation of the Kiel Airport GmbH
- 1928 start the flying operations
- 1937 foundation of MFG1 Bordgruppe (Marineflieger geschwader 1 – Naval air squadron 1)
- 1939 integration in the Luftwaffe
- 1958 commissioning of Seenotstaffel (SAR-Squadron)
- 1961 Marine – Dienst und Seenotgeschwader (Naval –Service and SAR-Squadron)
- 1963 foundation of MFG 5

The aircraft used by the MFG 5 from the beginning to date:

- Bristol Sycamore
- Saro Skeeter
- Hunting Percival Pembroke
- Dornier Do-27
- Sikorsky S-58 (H-34)
- Grumman HU-16 Albatross
- Dornier Do-28 Sky servant
- Westland Sea King Mk41

The Fly-Out event was scheduled for Saturday, June 23rd. The invited were to arrive on Friday a day before with some exceptions, such as the Canadians. ASR had the privilege to be on the Base for Friday’s arrivals a day before due to the hospitality of Hauptbootsmann Kathrin Rosenthal, (Senior Chief Petty Officer). The Royal Canadian Air Force brought a CH-146 “Griffon” via C-17 Globemaster a week earlier especially for this event in Kiel. The German crews told ASR, that the Canadians flew continuously mission after mission during the week. Upon the arrivals of several UH-1s, Bo-105’s from different squadrons of the German Air Force, German Army, we saw an impressive SAR demonstration by the Canadian 424 Tiger Squadron “Griffon”.

Shortly after the above, Air Force Mil Mi-8.

one of the highlights for this reporter was the arrival of the Lithuanian. This helicopter delivered in 1993 looked as new which is unusual for Mil Mi-8 helicopters in service to look so new.

The German Police from Fuhlendorf brought a high polished dark-blue camouflage, AS 332 L1 Super Puma for the event.

The first Lynx which arrived was from MFG 3 “Graf Zeppelin” normally based out of Nordholz. But this one, which took part in the Fly Out came from the Horn of Africa, directly from operation Atalanta. The helicopter based on German vessel, which came back to take part in the ship parade during the Kiel-Week 2012. The helicopter wears a mission symbol (Rattlehead), mission markings (fight against pirates at the Horn Africa, where they sank 8 pirate boats with the machine gun), and the markings from an exercise in South Africa, where they shot 10 Sea Skuas (ASM). The second Lynx a Westland SH-14D from the Royal Netherlands Navy arrived. After the sale of the Lockheed Orions to the German Navy, this version of the Lynx is the only aircraft type used by the Royal Netherlands Navy.



- German Westland Super Lynx Mk 88A that took action against pirates at the Horn of Africa, top left.
- Polish Navy Mil Mi-14PS, mid left.
- Lithuanian Air Force Mil Mi-8T arrival, bottom left.

All images ©2012 Wolfgang Jarisch



The Polish Navy brought a SAR-Version of the Mil Mi-14 to Kiel-Holtenau. The Mil Mi-14PS from the Polish Navy is a very rare helicopter; there are only two of this version are in service. A total of 10 Mil Mi-14 are in service by the Polish Navy: (8) Mil Mi-14PL and (2) Mil Mi-14PS. All are based in Darlowo, on the shore of the Baltic Sea, Poland.

Between the arrivals one could be amused by the German Navy's Sea King's from the MFG 5 constant departures and arrivals. What sights and sounds these make with their Rolls Royce Gnome 1400-1 engines! The arriving crews of the helicopters were welcomed by hostesses in nice outfits offering refreshments, including cold German beer brewed nearby. While the Royal Navy's Merlin from HMS St. Albans could not attend due to technical problems the crew came in for the evening's pilot's party, thus Friday's event came to a close.

On Saturday, the official day, about 120 media people and selected spotters had an opportunity to take photos of all the helicopters. The highlight of this day was the SAR demonstration by the special painted Sea King MK41 with the SAR-Vessel Berlin. The Sea King was in a special livery of red-orange and black; the helicopter was a flying piece of artwork. Seven layers of special colors were required, to make this artwork possible. The maintenance's paint crew deserves compliments for such an outstanding work.

MSG 5 provides:

- Contribution to the naval war over water
- Operation from vessels
- Tactical air transport
- Emergency and disaster relief
- SAR-missions

Six MK41 Sea Kings of the wing can also be fitted with a 12,7mm machine gun. For self protection all helicopters can be fitted with flare and chaff cartridges. The helicopters are equipped with thermal imaging cameras and the pilots have night vision equipment available.

For the transportation of injured people, the helicopter can be equipped with an intensive care bed.

In this October, the Naval Air Base Base Kiel-Holtenau will close and its 21 Sea King will be integrated into the Naval Air Station Nordholz. Approximaetly 1000 jobs will be lost from the area.

ASR would like to express our grateful thanks to Hauptbootsmann Kathrin Rosenthal, for her hospitality, and for her support to make our visit possible, the personnel of Naval Air Wing 5 who brought the helicopters in position for photography, and the grill master too for such an excellent food, and all personnel involved with the wonderful SAR demonstration.

ASR is looking forward to our visit at the Air Day in Nordholz 2013, which will be the main base of naval aviation in Germany after the closing of Kiel-Holtenau.



Mission markings of the Westland SH-14D Lynx from the Royal Netherlands Navy, Anti-pirate markings of the German Lynx, and German photographer with Hauptbootsmann Kathrin Rosenthal.



Arrival of the NHI NH-90TTH (79+04) Helicopter Wing 64 from Holzdorf
Westland SH-14D Lynx from the Netherlands Navy, 860 SQ based in De Kooy



MBB Bo.105 P1A1 (88+12) from the HeeresFliegerAufklärungsStaffel 100 / German Army
Recce Squadron 100 from Celle



CH-146 Griffon of the Royal Canadian Air Force - 8 Wing, Trenton, 424 "Tiger" Squadron, performing a SAR demo



Sea King Mk41 with the special Fly-Out livery





FLORENNES INTERNATIONAL AIR SHOW

Report and photography by Peter Thivessen



The Belgian Smoke Formation SABCA Alpha Jets

On Saturday the 23rd and Sunday the 24th of June 2012, the 2nd Tactical Wing organized the Air Component annual international Air Show at Florennes Airbase, Belgium. Florennes is the home base of the 1st Sq. and the 350th Sq. with F-16AM and F-16BM. This is a great opportunity that only occurs once every ten years! The last meeting organized by the 2nd Wing took place in 2001. The theme for 2012 was the “70 years of military aviation at Florennes”.

Florennes was built by the German forces in 1942 to complete the defense line and seal the existing gap against the RAF and USAF bombers, that flew in this corridor to bomb Germany. The base was built by the famous Todt organization. As soon as the installation was ready in 1943, the Luftwaffe based the 1. Gruppe/ Nachtgeschwader 4, from August 1943. The unit was equipped with Me 110s, until these were replaced by Do 217s in September 1943. During the following year the unit operated the Ju 88, Me 410 and Fw 190 in fast succession.

As the allied offensive progressed, the base was abandoned by the Germans and it was taken over by the USAAC. On September 28th 1944 the 370th Fighter Group, equipped with the P-38 Lightning, the P-61 Black Widow and the A-20 Havoc, deployed to Florennes. In January 1945, the 365th Fighter Group "Hell Hawks" equipped with P-47 Thunderbolts were operating out of the base. The US presence at Florennes ended in August 1945 with the withdrawal of the 344th Bomber Group, consisting of four squadrons of B-26 Marauders.



After WWII the base was taken over by the Belgian Air Force, initially with 2 squadrons of Spitfires, and as years progressed with more modern fighter jets.

In 1984 the USAF returned to Florennes in the form of the 485th Tactical Missile Wing which was equipped with Ground Launched Cruise Missiles (GLCM) "Gryphon". The missile unit was withdrawn from Florennes in 1988 in connection with the policy of détente between NATO countries and nations of the Warsaw Pact. Until 2009, Florennes was also the home base of the Tactical Leadership Program, better known as TLP. Due to unstable weather in Belgium and growing aerial traffic above this part of Europe, the TLP moved to Albacete in Spain.

To commemorate the WWII history of the base, period vehicles and reenactors dressed in WWII uniforms were present, during the event. The public could see a wide range of activities, flight demonstrations and static demos and recreational stands. The public enjoyed an outstanding flying program with solo displays that included the famous colourful Belgian F-16 and the A 109. Four different solo displays of F-16s from The Netherlands, Turkey, Greece and of course from Belgium, something very rarely seen. All together the spectators could see 7 display teams. A surprise was the presentation of two Su-22 Fitters from the Polish Air Force together in a demo. The Slovak MiG-29 were also very impressive.

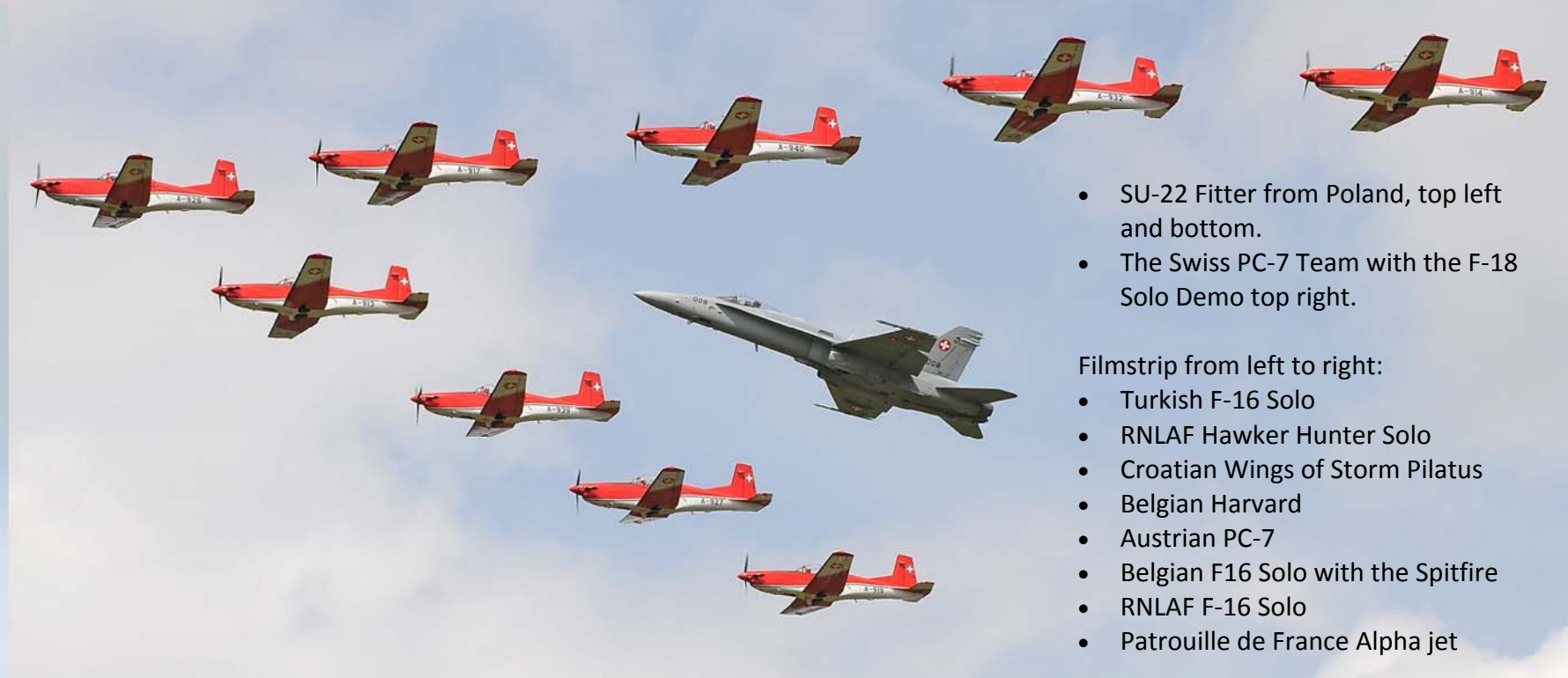
The air show was a real success and well organized with around 40,000 visitors on Saturday and sadly much less on Sunday with 10,000 visitors due to extreme bad weather conditions. On Sunday most of the flying activities were cancelled although a few made attempts to fly.

AirShowsReview would like to thank Mr. Peter Dewael, from the Belgian Media Office in Brussels for his generous cooperation, hospitality and friendliness.



- The Belgian F-16AM Solo Demo Team, above.
- The Belgian Westland Sea King Mk48, left top
- Spitfire PR Mk XIX –PS890/UM-E, in the colours of RAF 152 squadron with code as she served in South East Asia, it is now based out of France, left bottom.
- Agusta A109 Belgian Solo Team, below.





- SU-22 Fitter from Poland, top left and bottom.
- The Swiss PC-7 Team with the F-18 Solo Demo top right.

- Filmstrip from left to right:
- Turkish F-16 Solo
 - RNLAf Hawker Hunter Solo
 - Croatian Wings of Storm Pilatus
 - Belgian Harvard
 - Austrian PC-7
 - Belgian F16 Solo with the Spitfire
 - RNLAf F-16 Solo
 - Patrouille de France Alpha jet





The F-16 Greek Demo Pilots: Emmanuel Karahalios on the right and George Androulakis next to him.



In response to the card, shown on the left, which ASR received and to people who complain that ASR is too harsh in our air show reviews, first these folks should understand what makes an air show truly outstanding vs. just so-so, and secondly attend air shows world wide. Then they will be able to compare their air shows to others objectively.

In my opinion, based upon attending over 100 air shows world wide over the years the best air shows are the ones where: the organizers and their paid and volunteer personnel do an excellent job organizing the event, are helpful, welcoming

and offer great hospitality, have a great selection of performers, an interesting variety of static displays, good value for the entry or parking fee if applicable, fair pricing for food and refreshments, adequate sanitation facilities and of course the weather.

No matter how well the event is planned, and how many top performers are present, the air show can be ruined for the general public very easily by Mother Nature, which is beyond control of the organizers. Having said that, the rest can make or break any show, small or large, especially if the show personnel are not properly informed, disorganized, or rude. It makes no difference whether they are paid staff or volunteers, they represent the show.

The bottom line for the general public, especially for events where there is an admission fee is that they get their money's worth for the show: good flying display, fair refreshment and food pricing, quick access to sanitation facilities without having to line up for 20-30 minutes, or walk 1/2 mile (this is sometimes over looked), and they can get in and out of the event without much hassle or traffic jams. Another area that can fail is where there is no onsite parking and the general attendees have to be bussed in, usually by school buses. This can be a logistical disaster when the show is over and everyone wants to leave at the same time without much clarity as to where to line up, or lining up at a wrong spot as the show volunteers who had the proper information left already. Even at FREE events such as at AFBs these are very important.

From the media perspective: cooperation and access to cover the event properly. Some organizers tend to overlook or not to take internet based media as seriously as they should. They tend to concentrate on radio or TV "personalities" who would not know the difference between an A-10 and an F-16. Their 30 second segment is about *"just how cool it was to throw up or faint during the media ride!"* Yup that was cool indeed! Yet, more and more people use the internet for information and for news, less and less people watch the 6 PM news, or read the local newspapers. Especially print media is in decline with fewer and fewer readers and subscribers. Internet based media who deal specifically with aviation events are not only more informative but have the advantage of world wide presentation. People are interested in air shows world wide! Local people may read the local "Times" but the local "Times" does not have readers in Europe or other parts of the world who are interested in your air show and are willing to come. Yet, often we encounter the typical cop-out from individuals in charge of the Media and Marketing *"I am not interested in people reading about our event in France or Italy, we want locals!"*. How sad is that? Then they wonder why only 10,000 locals showed up?

Just because someone is or was involved with a particular air show, it doesn't make it the BEST and it deserves a 10/10 rating! Have they been at other air shows, not just locally but globally? Have they ever seen 200+ static aircraft lined up from 20+ different air forces, seen five or six top international aerobatic teams perform all at the same air show on the same day? Do they really think that by having the same aerobatic team performing year after year at their local event that makes their show the best? From whose perspective are they looking? From the spectators, or from a few "preferred" friends of the event who get media rides and of course cannot judge the event impartially, or from their own? ASR always looks from the spectators perspective: the ones who actually pay to get in, including the ones who travel hundreds of miles to the event, regardless if we get a media ticket or a media ride, because we do not always get perks, a lot of times we buy tickets for stands, photo pits, and for upgraded locations just like rest of the spectators.

Feedback is very important to the organizers. Progressive organizers are very good at listening and will do something about it, even if the criticisms are somewhat negative but justified and invite us back to see the improvements. Some will just rant how their review was unjustified and how unprofessional it was, missing an opportunity to improve their show.

Of course some organizers do not care at all; they feel that their show will draw enough attendees no matter what, as they are the biggest, or the best known. However, the economic times are tough and have been for some time. When a person buys a regular ticket or an upgraded chalet type of seat with food and refreshment or attends a free event at an AFB they should be welcomed by friendly and informed personnel to the grounds. There is nothing worse than to be hassled by rude "staff" who do not have a clue where one should park or is allowed to be. This is even more important especially if they are upgraded ticket holders, VIPs, and media representatives. It can truly leave a bitter taste, and then the organizers wonder why there were leftover chalet seats, and less people attending their event the following year.

The best shows are not dependent on just their size alone but on the quality where one feels that they are welcomed: **it is about friendliness and hospitality!** Some smaller venues can be just as good and satisfying if one feels that they got "bang for the buck!" and that everyone involved with the event cared about their experience! When attendees tell their friends, when the enthusiast in France, Italy and worldwide are interested in seeing the type of aircraft they cannot see in their own countries, they will come and will make your next air show a success instead an empty field of could have been!

Organizing an air show is not rocket science. It is about having a vision, planning, budgeting the resources available, and a chain of command that can coordinate the right people who can carry out the objectives. Having the right people is one of the key elements to success, so is having adequate finances. These two elements are interdependent on each other, lacking one, will certainly lead to disaster. Many air shows recently ceased to exist due to not having the right people and or not enough financial resources. It is not wise to organize an event without sufficient financial resources and hope and pray that enough people will attend and the gate will pay for the associated costs. Relying on just volunteers or friends of friends may help with the fiscal situation, but may not be the best way to go, often politics and ego tend to enter into the situation that can result in in-fighting. Hiring experienced professionals can and usually makes a huge difference. Again successful large air shows have a year-round paid professional staff augmented by dedicated volunteers without personal agendas, to ensure that their vision will succeed as much as possible.

As for Mother Nature? If the weather doesn't cooperate — there is something called "Rain Insurance" that is available. While this may be an expensive option, it will certainly guarantee the bottom line of breaking even.

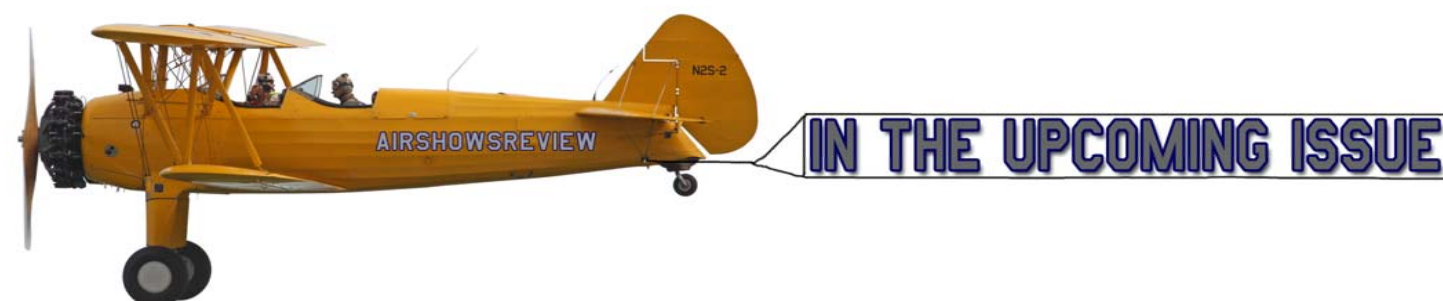
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Thus our reply to the rhetorical question "So you think YOU can organize an air show?" : is irrelevant since we are not in the business of organizing air shows.

However, by attending as many air shows as we do, both domestically and internationally, and reviewing them on a comparative basis, we can perhaps help you avoid some of the common, preventable mistakes and make your air show the best it can be. Progressive air show directors do listen to our feedback, and several have adapted our suggestions over the years.

Feel free to contact us at info@airshowsreview.co for our very affordable consultation rates.

After all, don't we all want what's best for the air show industry?



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

- Enterprise Grand Opening
- Thunder over Michigan, Michigan
- Westover ARB, Massachusetts
- Atlantic City, New Jersey
- 54th Annual Chicago Air and Water Show, Illinois
- CIAS Toronto, Canada
- Scott AFB Air Show, Illinois
- NAS Oceana Air Show, Virginia



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