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December 2012 ♦ January 2013  
Volume 4, Issue 1

*The Magazine*



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- ✈ Why Cleveland's air show is better than Toronto's
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- ✈ and so much more...





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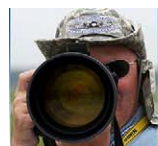
Cover: In the cockpit of the B-1B, at Dyess AFB, photo by ASR Media LLC.

Index page: F/A-18F Super Hornet over the skies of Rome, Georgia photo by Stefan Seville



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## From behind the lens and to the point

by the Editor

**Welcome** to our **Free and green** December 2012 – January 2013 on-line issue of *The Magazine* by [www.AirShowsReview.com](http://www.AirShowsReview.com).

This is our last issue for 2012, and what a year it has been! We visited over 56 air shows world wide, a couple of military exercises and a couple of Air Bases too. Over all we noticed that many air shows have cut back on the performers and on the static displays as well. These reductions were influenced by the ACC's cutback of USAF Teams to one: the F-22 Raptor.

We at *The Magazine* had some changes too. We streamlined our staff and relocated our office from Colorado to New York City and registered it under an abbreviated and more meaningful name: ASR Media LLC. ASR still stands for Air Shows Review. We also joined ICAS. In 2013 there will be some additional changes and re-organization as required as we face the new economic reality. In our next issue we will announce our yearly winner for the Best Show in 2012!

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](mailto:info@airshowsreview.com)



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Thunder Over The Boardwalk had always taken place midweek to boost tourism in Atlantic City during slow days, but this year, on its 10th anniversary it took place on a Friday. 800,000 people were estimated to have watched this, the largest beachfront air show on the east coast.

The 5-hour show started with flybys from the Blue Cross blimp. The National Anthem was performed during a flag jump by United States Army Golden Knights from a Fokker C-31A flying at 12,000 feet. This was immediately followed by the Golden Knights Mass Exit Show. The NJ Air National Guard 177th FW flew a 4-ship F-16 formation followed by a NJ 108th WG KC-135R flyby. On its next pass the Stratotanker had its refueling probe extended with 2 F-16 flying next to it to simulate an air refueling mission. A Delaware ANG C-130H from the 166th Airlift Wing also flew by.

A Sikorsky S76 from the NJ State Police made several passes over the water. The first team demonstration of the day was a 2-ship Yak-52 and Nanchang CJ-6 from the Raiders Demonstration team. Later in the day they flew their regular routine with 6 aircraft. The US Coast Guard flew in 2 MH-65Ds from Air Station Atlantic City and a HC-130J from Air Station Elizabeth City, NC for the Search and Rescue Demonstration.

A rare sight at air shows was the flyby from 2 Convair 580s from the FAA William J Hughes Tech Center.

Dale "Snort" Snodgrass in the T-33, ©2012 Joe Osciak

# THUNDER OVER THE BOARDWALK ATLANTIC CITY AIR SHOW

Report by Ricardo von Puttkammer with photography as noted.





Three MedEvac helicopters made individual passes over the beach followed by a SH-60B Seahawk flyby from HSL-48 Vipers based at Navy Station Mayport, Florida. Andrew McKenna flew his T-6 Pamela Marie demo next. Jim Beasley Jr. flew his Spitfire Mk. 18 and later flew the P-51D Bald Eagle solo and with the Heritage Flight formation along with 2 QF-4Es from the 82<sup>nd</sup> Aerial Target Squadron from Tyndall Air Force Base, Florida. The QF-4Es also made individual high speed passes with the afterburners lit and dirty passes in slow landing configuration.

Members of the USAF NY ANG 103<sup>rd</sup> RQS jumped from a C-130 to perform a pararescue demonstration. Once in the water and freed from their parachutes they swam to shore. The Geico Skytypers were also at the Atlantic City Air Show. This time they also brought along a speed boat to race with a T-6. Hawker Beechcraft flew their T-6C Texan II in a demo designed to show off this trainer's capabilities.

The Black Diamond Jet team with their L-39s and T-33 was once again present at the show. This year Dale "Snort" Snodgrass performed his amazing high speed, low passes with a T-33, instead of the Mig-17, [click on link this to watch the video](#).

The schedule called for a surprised flyby. There were hopes that it would be an F-35 or a X-47, but it was a B-1B from Dyess Air Force base in Texas making only one pass over the beach. It was followed by Red Eagle Pitts demo. The final act of the air show was the Thunderbirds. Their performance had to be cut short by 2 minutes when #3 had a bird strike.

This is a very good show. For photography it is better to be on a boat so the sun is not against you.



The Geico Skytypers in their T-6s above, the B-1B Lancer from Dyess AFB below, photos by Joe Osciak. One of the two FAA Convair 580s below right, photo by Ricardo von Puttkammer.







- HC-130J of the USCG, top
- USCG SAR demo by MH-65D, left
- The Horizon Blue Cross blimp, right.

All images ©2012 Ricardo von Puttkammer

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# 2012 GREAT NEW ENGLAND AIR SHOW

Report and photography by Dan Adams.

For the first time in four years, Westover MA hosted the Great New England Air Show over 200,000 people attended the and greatest in military and civilian

Although a late cancellation by the lacking some jet noise, the US Navy's their F/A-18 Super Hornet certainly

The Saturday show was hampered throughout much of the morning but all ultimately got into the air

Despite the crowd being were several heat casualties helicopter to the hospital. kicked off in expert fashion mand's Parachute Demon- the show got rolling, the enjoyed a thrilling MV-22 Osprey. A C-5 demonstration that left satility. On Saturday and both days F-15C loud and low passes was provided by Holland and the biplanes. A jet powered out The Geico Sky- tion flying skills staring sky-

Air Reserve Base in Chicopee, Show. Braving oppressive heat, two-day show to see the latest aviation.

Red Steel jet team left the show Tactical Demonstration Team in made up for it.

by low clouds and a thick haze that delayed some of the performers, as the weather slowly cleared

constantly reminded to hydrate, there including one that required a medevac However, the show did go on and was by the US Army Special Operation Com- stration Team, the Black Daggers. After thousands of air show fans in attendance demonstration by the US Marine Corps' Galaxy based at Westover performed a many in awe of the huge aircraft's ver- only, a B-2 stealth bomber flew two passes Eagles from nearby Barnes AFB flew two on full afterburner. Aerobatic excellence world-renowned Michael Goulian, Rob Iron Eagle team in their high-powered powered school bus and the improbable jet house provided some variety as well as levity. typers brought their thrilling precision forma- to the skies over Westover and left many ward in awe. Befitting the show's theme of "A Salute to the Greatest Generation," a bevy of warbirds took to the skies over Western Massachusetts including a P-51, P-47, (2) Corsairs and a B-25 Mitchell. The show culminated with the F/A-18F Super Hornet demonstration that never ceases to amaze.

Westover provided several aircraft for static display which were fas- cinating to see, as well as handy for those seek- ing shade from the relent- less sun. Included in the static displays were a B-1B Lancer, (2) C-5 Galaxies, a KC-135, a C-130 with skis used for arctic missions, a B-52 Stratofortress and several other aircraft.

Westover had food vendors in plentiful supply as well as bathroom facilities. Import- antly, the air show provided a cooling station with water mist that was heavily used throughout the day. Prices for food and souvenirs was about average for an air show.

The Great New England Air Show at Westover ARB was a great success in 2012 and we certainly recommend you put it on your (long range) calendar for when it is held again. Special thanks to SrA. Kelly Galloway and the public affairs team at the 439th Airlift Wing at Westover.

WESTOVER  
ARB





- USASOC Black Daggers, top left
- Spectators, left bottom
- B-2 Spirit flyby, top right
- USMC MV-22 Osprey, mid right
- F/A-18F Super Hornet, bottom right





# 54TH ANNUAL CHICAGO AIR AND WATER SHOW

Report and photography by Stefan Seville





Chicago's annual beachfront air show was held August 18th and 19th, 2012. Each year, approximately 2 million people gather on the shores of Lake Michigan to partake of one of America's largest free aerial displays.

The location provides a unique setting for an air show, and a unique challenge for event coordinators. Because of the topography of the area, there are many vantage points for the show that stretch about a mile and a half along the coast of the lake. Show Center and the Air Boss' stand are hosted on North Avenue Beach, which occupies a hook-shaped man made jetty about a mile north of downtown Chicago. The main viewing area is the sand on the north side of the jetty, and the cement shore walk to the south. Other options include Oak Street Beach (about 2/3 of a mile south of Show Center), Lincoln Park (inland of Show Center about 1/4 mile), Navy Pier (1.5 miles south of Show Center), and the Lake itself for those who have access to a watercraft. The Chicago Police Department patrols the water frequently over the weekend, maintaining the borders of the aerobatic safety box with those who view the from the water.

The area at Show Center is considered the best viewing spot, but by the time the show starts at 10am, not a spot of sand is left to be seen. The crowd then spills south through the bicycle paths (walking only during the show) down the cement walk to Oak Street Beach. At North Ave and south, the pedestrian areas are lined with every amenity to be expected. Ample choices for food and drink accompanied souvenir stands and local benefits or promoters. Prices are a little steep (\$8 for a small hamburger), but that is to be expected at an air show. Portable sanitation facilities are readily available, but for anyone on the sand of the beach it's a long hike to find your way through the crowd to them, and then navigate back to your spot.

The biggest issue for this air show is transportation to and from the show site. The most widely used method is public transportation, provided by the CTA. Extra busses are added on the Lakeshore lines for the days of the show, and train frequencies are boosted slightly. Driving to the show is not recommended by organizers, but a fair amount choose to regardless. There are some limited metered parking spots on the side streets, which is hard to come by on a normal weekend, much less with a large crowd. The most plentiful parking is available at the Millennium Park Garage, for a friendly price of \$35 all day. Shuttle buses ran the mile and a half to the show site for the patrons.

All the effort it takes to get to the show is worth it, as Chicago's prime stage attracts some of the world's greatest performers. Featured every year are the top acts from both military and civilian performers. Several perennial acts include the Aeroshell Aerobatic Team, Sean D. Tucker and the Lima Lima flight team. The show is headlined in odd years by the USAF Thunderbirds and in even years, the USN Blue Angels. Featuring a freshly overhauled Fat Albert, the Blue Angels put on their excellent display under mostly sunny skies, a light breeze and 73 degrees for most of the weekend. The Blue Angels face a unique challenge in Chicago - the city itself. Much of their routine requires lengthy repositioning and rendezvous maneuvers behind the crowd - where the tall buildings reside. This provides excellent vantage points for those with balconies or rooftop access in the city, as the jets are much closer to obstacles than they are at other venues.







*Blue Angels*

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# Why Cleveland's air show is better than Toronto's

Commentary by the Editor with photography as noted.

Two major cities, two air shows, both are held over the Great Lakes on the same Labour Day weekend: so many similarities yet so different! One is always very good and the other varies from the occasional very good to more likely less than average, and to terrible more often than it ever should be, as far as air shows go! You can see our recent reviews of both here: [Toronto's](#) and [Cleveland's](#).

I've been accused many times by several of the key volunteers from the Canadian International Air Show that I am unfair to the CIAS. It is also known by many as the CNE Air Show, held at the closing of the Canadian National Exhibition on the three day Labour Day Weekend in Toronto above the shores of Lake Ontario. However, it has nothing to do with being unfair or being biased! I live in Toronto. I would like nothing more than to rave about just how good the air show is, but I cannot, when in reality it is rather weak in comparison to others, and namely to Cleveland's. Why Cleveland? This is very clear from the opening paragraph, and is a fair comparison.

I am not a CIAS volunteer; I am looking at it from the outside and not from the inside. Without the bias that many volunteers have, who think of their air show as the best because they worked so hard. Furthermore, I am separating myself from "Canadian pride" that more than likely will overlook and falsify the emotional attachment to admit just how bad it is when it is looked at objectively. I am not the only one, by the way, to think this way; I know many photographers and air show enthusiasts living in the Metro Toronto area, who would rather drive down to Cleveland a good 6 to 8 hour trip one way (depending on the speed of the border crossing) and the added expense that this entails, then to watch the CIAS in Toronto. So why is this?

In real estate there is the saying "Location is everything" and it is so true in this case. Toronto is on the north side of Lake Ontario, facing south. The show is held over the lake, just after noon to late afternoon. What does this have to do with it? Well, a lot actually; the location makes it terrible for photography as the sun is always facing the lens, if you are not a photographer it is still bad as the sun is in your eyes and now add the water reflection to this, you better have sunglasses with you to cut down the light intensity and the glare. Thus sunny days are not a blessing when it comes to CIAS. If the weather is cloudy, which may actually be more preferable, it's usually too gray and with the water it washes in a grayish flat without much contrast and the aircraft do not stand out too well. Precipitation is more likely too and rain does not make a good air show. The best way is to watch from a boat, but from a boat the viewer will need binoculars, or a very powerful telephoto or zoom lens (600mm plus) if they are interested in photography.

HMS Ville de Quebec, photo courtesy of Bruno Tucci [www.jetstreamphotography.com](http://www.jetstreamphotography.com)



Cleveland's waterfront faces north as it is located in the southern shore of Lake Erie, ideal for viewers and for photographers with the sun behind.

Since the CIAS is held over the lake, there are no static displays, this is a big mistake, as there are no nearby airports that could handle the static. The island airport is way too small, the international airport is too far away and neither has the ramp space that could handle statics properly. Cleveland does have static displays as the Burke Lakefront Airport is located on the waterfront, just as its name implies it.

However, some statics, especially helicopters could be accommodated, if the planners of the CIAS would think of it; on the CNE grounds, waterfront parks or even on the Ontario Place's parking lot. Alternatively the show could be moved to Downsview, which would make more sense, but again...

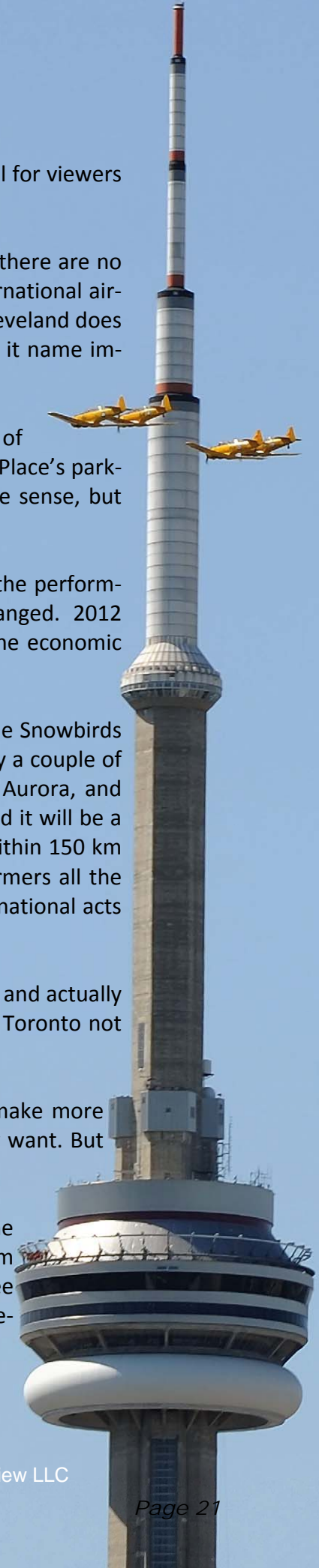
OK, so location is an obvious factor, and that may be hard to change. Now let's look at the performers, this has a greater impact on the spectators and it is something that can be easily changed. 2012 was not the best year for air shows in general with all the cutbacks by the USAF and the economic situation world wide that included the RCAF too.

I do not know if there will be a 2013 CIAS air show yet, but if there is one I know that the Snowbirds will close the show and the CF-18 Demo Team will perform. This will be supplemented by a couple of civilian performers in their small aerobatic aircraft, and maybe a fly-by of the CP-140 Aurora, and throw in a couple of T-6 Harvards. It will be dragged out over a period of 3 to 4 hours and it will be a yawn! The same thing; over and over again each year! Wow! Even regional air shows, within 150 km radius have the same or even better line up! The reality is that seeing the same performers all the time they do become monotonous over the years. It is time for new and additional international acts and teams!

If in 2012 Cleveland could get the CF-18 Team with the CC-130 to do a refuel demo fly-by and actually have several passes versus just one pass in Toronto on the same days, why could we in Toronto not get the Blue Angels to do a quick fly-by or from the USN F/A-18 Super Hornet?

I could just go on and on, listing all that could be improved at the CIAS, what would make more sense even from our own internet media perspective, and what the spectators truly want. But again all these things do come down to sense...

For the once a year air show spectators who have never been to another air show, or the ones who like to see the same performers perform every year, year after year, for them the CIAS is awesome and fantastic. However, for any air show enthusiast who wants to see a better air show on the same dates, Cleveland's air show will win hands down when everything is taken into consideration.





# Melissa Pemberton over Toronto

On August 30th around 9:30 A.M. on Media day for the CIAS, I had an opportunity to take air-to-air images of Melissa Pemberton. Here are some of the images of Melissa over downtown Toronto.

All images ©2012 ASR Media LLC.





**SIAF** (Slovak International Air Fest) was held on the first and second day of September 2012 in Sliac, which is a city in middle Slovakia on the river Hron.

SIAF 2012 was organized by the Slovak Aviation Agency (SAA), Ltd. Banská Bystrica, in cooperation with the Ministry of Defence (Martin Glváč) of the Slovak Republic, the Ministry of Interior of the Slovak Republic, the Ministry of Transport, Construction and Regional Development of the Slovak Republic, Banská Bystrica Self-governing Region, and the towns of Banská Bystrica, Zvolen and Sliac.

The organizers have done a lot of things to make this event successfully. One of the things which was really excellent was the layout and information on the homepage. Also the press accreditation was professional and uncomplicated.

The other things what we need for a good air show is simply said: aircraft. And the organizers brought a very interesting mix of aircraft in the static display and also in the flying display.

There was a historical moment in flying history of the Republic of Slovakia at this year's SIAF. For the first time ever, the legendary B-52H Stratofortress (60-0035 "Global Warrior") landed in Slovakia. ASR received an invitation for the landing of the "Buff" on Wednesday August 29th, but it was not possible to be there. I could only be at SIAF for one day, and so I chose the public day on the first of September. 2012 was a special anniversary for the B-52 Stratofortress. This aircraft has been in service for 60 years: six decades of dependable devastating fire power. Can you imagine driving the same car you have today sixty years from now? But, just for the record, "Global Warrior" was built in 1960, so it is a little bit younger.

We saw another premiere at SIAF 2012. The Russians brought the brand new two-seat 4+ generation multi-role fighter MiG-29M-2 for the first time to Europe. The MiG-29M-2 is the latest model of the famous MiG-29 family with modified fuselage and wings, fly-by-wire control system, increased internal fuel capacity, inflight refueling possibility and increased weapons load stored at external hard points. The Klimov RD-33MK engines with increased thrust power are equipped with smokeless combustion chambers and a new electronic control system (of FADEC type). Smokeless is, unfortunately, a very sad thing for aircraft enthusiasts because all enthusiasts like the black smoke of the legendary "Fulcrum" generation.

But the biggest surprise of this MiG's appearance was the support aircraft. The Russians sent an Antonov An-12, which parked at the far end on the south side of the runway. After the end of the first day both aircraft flew very late to Batajnica/Serbia, where they attended that air show on Sunday. Slovakia and Serbia needs new fighters in the future!

Speaking of new fighters, the Swedish Air Force brought a Gripen to the flying display, and also the cockpit simulator. Many people were very interested in the cockpit simulator. Saab brought also a lot of technical information material to the event. Let's see what happens in the future!

Black smoke? No problem at SIAF 2012. We could see a two-ship formation of the older MiG-29AS's in a beautifully staged dogfight. The dogfight was flown during the whole program with flares. Perfect!



**ARTICLE AND PHOTOGRAPHY  
BY WOLFGANG JARISCH**



Not just that, we also saw a perfect flying display from the 39 year old Slovak Air Force pilot, LTC. Marian "BUKER" Bukovský . He showed us the maneuverability in a very impressive display in the sky over Sliac.

The Slovak Air Force was also represented with a retired Let L-29 "Delfin" (the type was withdrawn in 2002), an Aero L-39ZAM "Albatross" and an Aero L-159 "Alca" in the flying display. On static display we could see the last Mil Mi-2 which is in service in the Slovak Air Force and a retired MiG-21MF which was brought from the museum in Kosice. Different versions of the L-39 "Albatross" and one MiG-29UBS were also part of the static display.

Another part of the Slovak Air Power was the flying demonstration of a Mil Mi-171 from the police, featuring a rescue demo with fast roping. The Flying Bulls presented the Bell AH-1 "Cobra" and the Lockheed P-38 2 "Lightning" to the visitors in Sliac. Both displays were better than ever. Red Bull style!

There were a few more civilian aircraft in the flying display, namely: From Hungary was the world's only flying Lisunov Li-2 (license built DC-3) here in Sliac. The Retro Sky Team, founded in 2009, showed us simulated WWII fights and attacks. The aircraft are not really WWII aircraft but they wear a similar camouflage. The small group of enthusiasts flies one Zlin 226M, T and MS, one Zlin 528AFS and one YAK-52. Also one Antonov An-2TD belongs to the group.

Gliders are not often seen in the flying display of international air shows, but here in Sliac we saw a really beautiful display of a four-ship formation of Let L-23 Super Blanik. All the gliders were towed by one PZL M-18 "Dromedar". A powerful old aircraft the "Dromedar"!

Zoltan Veres in his MXS carbon fiber aircraft put on a stunning display. Sometimes you think Zoltan must be ill or something when you see his maneuvers. A very rare helicopter on display was the Schweizer H-269, and a biplane perhaps a Pitts S-2 also took part in the flying display. Gliders are not often seen in the flying display of international air shows, but here in Sliac we saw a really beautiful display of a four-ship formation of Let L-23 Super Blanik. All the gliders were towed by one PZL M-18 "Dromedar". A powerful old aircraft the "Dromedar"!

All these civilian displays were a welcome diversification to the military flying demonstrations.

Another part of the air show was the display of the Swiss F/A-18 "Hornet". Hpt. Ralph «Deasy» Knittel from the Fliegerstaffel (flight squadron)17 showed us the full range of this powerful fighter. Some maneuvers are similar to this year's F/A-18F Super Hornet display, which we saw at Fairford and Farnborough. A big compliment for this display. Also the Belgian Air Force solo display team and the Agusta A-109 attend SIAF 2012. The Eurofighter EF-2000 from the Austrian Air Force showed up for the first time outside Austria and put on a good 7 minute display. It was different from the British or Italian displays, and better than a German Eurofighter, which has not put on a display in many years!



Two national aerobatic display teams performed at Slac. From Italy the legendary “Frecce Tricolori”, and from Poland the display team “Orlik”. The name "Orlik" comes from the name of the aircraft PZL-130 Orlik used in the team.

The Czech Air Force was represented with the dark blue Mil Mi-35V “Hind” in tiger camouflage in the flying display.

One of the, or better, THE highlight of the show was the attendance of two Sukhoi Su-22M-4 “Fitter K”. The Polish Air Force presented this swing-wing fighter from the cold war in an amazing dis- geometries. After the first part they performed two crossings, and shooting out a mass of flares. Sorry, no picture, I was completely surprised. Let’s hope for better luck at the display in Ostrava, where the Polish Sukhoi’s will also appear.

This was a really good show. Only the direction of the runway ment for good photo conditions. (18/36) and the weather conditions were a little impair-

The two main stars of the show: the B-52H Global Warrior and the Sukhoi Su-22M-4 Fitter K. top right.







- Seeing a single Su-22M-4 "Fitter K" is not a common sight at air shows, but seeing two of them is rare with different wing geometry from the Polish AF, left page.
- "Freccie Tricolori" from Italy, right above.
- The Belgian F-16 Solo Team right bottom.







- Slovak MiG-29AS in a mock dogfight, top left.
- YAK-52 mid left.
- The latest MiG-29 M-2 from Russia, bottom left.
- Lisunov Li-2 (license built DC-3) from Hungary top right.
- Polikarpov Po-2, mid right.
- Slovak MiG-29A taking off, bottom right.





# NAS OCEANA

REPORT BY NORMAN A GRAF WITH PHOTOGRAPHY AS NOTED

©2012 Dan Adams



**NAS** Oceana held its annual air show September 14-16, 2012, celebrating the bicentennial of the War of 1812 with the theme “Our Flag Was Still There.” This jet extravaganza featured two jet demonstration teams, the F/A-18 Legacy Hornet Tactical Demonstration, the F/A-18 Super Hornet Tactical Demo, an all-jet USAF Heritage Flight, and the all-Hornet Air Power demonstration. This report is an abbreviated one and you can read our full review in detail on our site by [clicking here](#).

The weekend began with the Twilight Show; the base gates opening at 1700. The F/A-18C Legacy Hornet Demonstration began the evening’s flying in style, followed by the Legacy Flight with the SB2C Helldiver. Fat Albert took to the skies just as the sun was setting. But the best lighting was reserved for the Black Diamond Jet Team. The full six-jet team took off just after sunset as the sky turned a kitschy orange. It provided the perfect backdrop to the four L-39s and two MiG-17s in their Arctic Aggressor camouflage paint schemes.

Saturday morning dawned bright and early for the Airshows Review team. We were scheduled for a media flight in a C-45 Expeditor, kindly provided by Hal Ewing. Our special review of this experience will be covered in our next issue. The flying began at 1000 with aerobatic teasers by Kevin Coleman in his Extra 300 and Bill Leff in his AT-6 Texan. Sean Carroll then demonstrated the capabilities of the Yak-9, flying solo and in formation with the L-39 “Vandy-1” from the Warrior Flight Team. The Legacy Hornet Tactical Demo was followed by the Legacy Flight with the Helldiver. Then it was time for the Airpower Demonstration, opening with mock dogfights followed by a mock airfield attack with pyrotechnics and ending with a simulated buddy refueling pass. Video of this demonstration can be viewed at <http://youtu.be/nfxpx-zoLgU>. The Red Devils then jumped from a C-2A Greyhound performing not only the national anthem flag jump but also bringing in the British Union Flag with a four-man diamond formation.

The Hornets which had taken part in the Airpower Demo then performed a pass-in-review in a perfect six-ship delta Fleet Flyby. Kevin Coleman put on a “gopher scaring” aerobatic demonstration in his Extra 300 then raced down the runway against Bill Braack in the Smoke and Thunder Jet Car. The winds were too strong on Saturday for Dan Buchanan to perform in his hang glider. The full six-ship Black Diamond Jet Team then took to the skies, putting on a breathtaking aerobatic demonstration. The MiG-17 formation flights were particularly impressive, with the two aircraft seemingly melding into one. Bill Leff then performed his day show in the AT-6 Texan. Again, the winds on Saturday were too high and gusty for the Red Devils to perform in the afternoon, so Viper East thrilled the crowd with three spirited passes. This was followed by a similar routine by the QF-4E Phantom II from Tyndall AFB, followed by the two-jet Heritage Flight. Roger Buis then amused the crowd with his antics in Otto the Helicopter. The Super Hornet from VFA-106 performed its tactical flight demonstration, followed by another Legacy Flight, again with the SB2C Helldiver. John Mohr put on another amazing show of daring and skill in his stock Stearman, waving to the crowd as his plane flew mere feet above the ground. Fat Albert, manned by an all-Marine crew, then flew a full performance, including a high performance climb, several fast photo passes and ending with the steep approach to landing. Then it was time for the Blue Angels to wow the crowd. The weather conditions on Saturday were optimal for their high show and they took full advantage of the opportunity to impress the audience. After their performance they came to the fences to sign autographs and answer questions from their fans.

We would like to thank all the Sailors, Marines, volunteers and performers at NAS Oceana for making this air show such a picture-perfect success. Special thanks to Kelley Stirling, Public Affairs Officer, for arranging the media access.





#1



#2



#3



Images:

- #1 to 7 the Black Diamond Jet Team, by Norman A. Graf.
- #8 The F/a-18 Hornet with the afterburners glowing, by Norman A. Graf
- #9 Red Devils' Twilight Performace was spectacular, by Norman A. Graf.
- #10 Otto the Helicopter by Norman A . Graf.
- #11 Navy Legacy Flight F/A-18 with the SB2C Helldiver, by Dan Adams.

#11



#9



#10



#4



#5



#6



#7





# AIRPOWER OVER THE MIDWEST

SCOTT AIR FORCE BASE  
**AIRSHOW  
2012**

Report and photography by the ASR Team.

For the 2012 Airpower Over the Midwest Air Show, the U.S. Air Force Thunderbirds were the main headliners. It's been six years since the Thunderbirds were at Scott AFB and all the spectators were in great anticipation to watch them perform.

Joining the Air Force's high-powered, precision performance team were the U.S. Special Operations Command's Para-Commandos, who jumped from a Navy C-2A Greyhound. For Saturday, there was a special fly-by of the B-2 Spirit of St. Louis. For both days the C-40, KC-135 and the C21, all based at Scott flew by with one pass from right to left. A couple of more would be better. Other performers included the MiG-17F, Herb and Ditto t-28, TF-33 Shooting Star, Geico Extra 300S, Vanguard R-3 Team, (3) Schweizer SGM 2-37 motorized gliders and the Tuskegee T-6 flown by Bill Shepherd. After the Thunderbird display the Air Force Band of Mid-America performed from 4 p.m. until closing time of 5 p.m. The Static line up consisted of a C-17, KC-135R, KC-10, FedEx 727, C-54, AC-47, Delta 757, UH1N, (2) F-16s, C-21, C-40, Bombardier Challenger 601, A-1E Skyraider, L-3 Sentinal, T-6 II, B-25, and the TBM Avenger.

The 2012 air show marks the 95th Anniversary of Scott AFB. What started as a humble aviation station pre-World War II has blossomed during the years with a variety of missions to include flying training, radio operations, aeromedical evacuations. Now the 375th AMW supports 30 tenant units that include major commands for the Army and Air Force as well as the DoD.

Coming to the Scott AFB to see an air show is always a very pleasant experience. The organizers and all the volunteers are very friendly, helpful and showing warm mid-western hospitality. For 2012 due to budget cutbacks in the Air Force, the actual air show and static aircraft on display were not the usual that were in the past. However, it is the over all experience that counts at an air show and at Scott AFB always delivers. You want to come back show after show!

AirShowsReview would like to thank Major Tom Knaust, the Air Show Director, Colonel David Aldmand, Wing Commander, Colonel Pete Giusti, 375th Operations Group Commander, and Karen Pettitt, Chief of Public Affairs and her staff, you made our visit once again a memorable one!







- LCDR Brian Hirte
- AWF (NAC/AW) Nichollas Camarillo
- LT Patrick Veillette
- AWF (NAC/AW) Andrew Cadriel

The crew of the B-25J "Show Me!" with the pilot of the TBM-Avenger both from the CAF Missouri Wing.



Bill Shepard, pilot of the Tuskegee T-6 and President of the Canadian Harvard Aircraft Association.





Col Pete Giusti, 375th Operations Group Commander



**THANK YOU  
FOR YOUR OUTSTANDING  
HOSPITALITY!**



Col Dave Almand, 375th Air Mobility Wing Commander



LtC Allison Trinklein  
LtC Bradley Spears

Maj Jason Gray

Capt Nick Rochelle

Lt Aleksey Tyabus

Cap Brian Navin  
LtC Dave Lenderman



Page 40  
Maj Thomas Knaust, Air Show Director, LtC Randy Naylor



Karen Petitt, PA Chief





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**BAD  
TO  
THE**



**BONE**

ARTICLE BY LASZLO WITH ADDED DETAILS BY RICARDO VON PUTTKAMMER AND PHOTOGRAPHY AS NOTED  
**What has:**

- 123,120 lbf of thrust with afterburners glowing?
- As loud as four F-16 Fighting Falcons taking off at the same time?
- Was originally designed to fly at Mach 2.2+?
- Low radar cross section, variable-geometry wings, modern avionics, offers long range, maneuverability, high speed and survivability?

**Look up into the sky: it's big, gunship gray, loud and bad to the Bone!**

It's the B-1! Yes, the Rockwell B-1 Lancer (now part of Boeing) is a highly versatile, multi-mission weapon system in the inventory of the USAF. Carrying the largest payload of both guided and unguided weapons the B-1 can rapidly deliver massive quantities of precision and non-precision weapons against any adversary, anywhere in the world, at any time and has been battle tested in Yugoslavia (Kosovo), Iraq and Afghanistan.

The B-1B is a very lethal aircraft. As a civilian you may be lucky enough to see one at an air show as static and even luckier if you see it fly. Now imagine seeing one up close and personal not at an air show, but at the home of the B-1B at Dyess AFB.

ASR's journey towards Dyess Air Force Base started in March of 2011 when we covered the Australian International Air Show held in Avalon, near Melbourne. Two B-1B Lancers were at the show as part of the US contingency. After the show was over some of the crew and maintenance personnel made the long flight back to Abilene in a civilian airline. That is when Ricardo, our correspondent at the show, met with Lt. Col. Ty "Goose" Neuman, a weapon's systems officer, who was in one of the B-1s flying at the show.

Like many, we at ASR were fascinated by the B-1, we wanted to learn about the B-1B, its home, the people who maintain and fly the Bone. We made some inquiries and one day we received an email from Captain Erick D. Lord, 7th Bomb Wing Executive Officer:

*"On behalf of Col Glen VanHerck and the 7th Bomb Wing, you are more than welcome to visit Dyess Air Force Base for the purpose of learning more about the Airmen of the 7th Bomb Wing and the premier bomber in the United States' Air Force inventory, the B-1B. Please coordinate details as necessary through our Public Affairs Office."*

We immediately contacted the Public Affairs and set up a convenient date. On the following pages you can read about our journey and about the Bone!





We just landed early in the afternoon in Ft. Worth-Dallas Texas 2 hours ago and we are on our way to Abilene, the location of Dyess AFB. The weather is ideal, perfect for photography: nice and sunny beautiful blue skies with some cumulus clouds for nice contrast. The forecast for the following days looks good too.

Of course the weather forecast changed by the time we arrived in Abilene and checked into our hotel. Rain later on that evening and in the morning too! Great!!! We just came from an air show that was almost ruined by dark gray skies and impending rain. Luckily it didn't rain but for sure it was quite dark with low ceiling: bad for the air show and far from ideal for photography. Early in the evening it started to rain with lots of spectacular fireworks in the sky.

We had to be at the Base at 0730 in the morning by the Visitor Center to meet our escort and guide: the Deputy Chief of Public Affairs, 2<sup>nd</sup> Lt. Ferrara.

Ricardo, my friend and contributing photographer, was driving and navigated by using his GPS, it was still dark, windy and raining. The GPS guided us to the wrong entrance. Luckily, we had left early so we still had time to find the correct entrance using my printed map from the internet. We finally arrived at the Visitor Center, and we parked and waited for 2<sup>nd</sup> Lt. Ferrara. It was still raining. She showed up on time, and after greetings and checking out our IDs we transferred our camera gear to her car, and left with her towards the Dyess Museum that is located off the Base at 800 Arnold Boulevard, Abilene, where we met the curator Richard "Doc" Warner who told us about the history of Dyess AFB.

According to Doc "Dyess AFB was established in 1942 as Abilene Army Air Base. It is named in honor of Texas native and Bataan Death March survivor Lt Colonel William Dyess a distinguished World War II pilot. Dyess flew the P-40 Warhawk (a replica of his aircraft is by the entrance of the AFB) is and he was captured by the Japanese at the Battle of Bataan. After a year in captivity, he escaped and spent three months on the run before being evacuated from the Philippines by a U.S. submarine. Dyess returned to duty in the Army Air Forces and was assigned to fly P-38 Lightning in preparation for a return to combat. On December 22, 1943, his aircraft, P-38G-10-LO Lightning, 42-13441, of the 337th Fighter Squadron, caught fire while on a training mission over the highly populated area of Burbank, California. According to an eyewitness, Col Dyess had ample opportunity to bail out but he chose to the plane into a less populated area and land it.

A car blocked his landing path so he veered to miss it, and crashed into the ground and he was killed. His selfless act in the heavily populated city saved countless lives. He was only 27. He is buried in Texas.

After WWII the base was deactivated, and in 1947 it was deeded to the city of Abilene as surplus and was briefly used as a municipal airport in the early 1950s. Due to the Korean War the base was reopened, expanded and the base was completed and dedicated on April 15, 1956, as Abilene Air Force Base, under the Strategic Air Command. In December 1956 it became Dyess Air Force Base.

Dyess currently houses the 7th Bomb Wing (7 BW) of the Air Combat Command (ACC). The 7th Bomb Wing has origins that date back to World War One. The shield motto means death from above and the three Maltese Crosses symbolize their participation in three major WWI campaigns. Since October 1, 1993 the 7th BW calls Dyess ABF home."

Items displayed at the Museum which once belonged to or about Lt. Colonel Dyess .

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The 7th Bomb Wing is the hub of B-1 aviation, the Air Force’s largest B-1 operations group with 36 aircraft distributed among one operational squadron, (Tail Code: "DY"), one flight training unit – the only one for B-1s, one test squadron and one weapons school squadron:

- The 28th Bomb Squadron (Blue/White Checkered tail stripe)
- 9th Bomb Squadron (B-1B) (Black tail stripe with white bat)
- The 337th Test and Evaluation Squadron (Maroon/Grey Checkered tail stripe)
- 77th Weapons Squadron (77 WPS) (Yellow/Black Checkered tail stripe)
- Maintenance and Operations have implemented a strategic assessment team that has improved Dyess’ capability to generate more B-1 sorties than has been seen in 24 years; for the first time in at least 5 years, Dyess’ B-1 aviators are 100% Combat Mission Ready.

A bit more about the background of the B-1 or “Bone” (B-one with the hyphen omitted). The B-1A was initially developed in the 1970s as a replacement for the B-52. Four prototypes of this long-range, high speed (Mach 2.2) strategic bomber were developed and tested in the mid-1970s, but the program was canceled in 1977 by President Carter, before going into production. Flight testing continued through 1981 with four prototypes.

On October 2nd, 1981 President Reagan reversed this decision and announced that 100 B-1s were ordered. The 100 new B-1 bombers were redesigned for the changing strategic roles resulting in the new B-1B Lancer. Major changes included the addition of additional structure to increase payload by 74,000 pounds, and reduced the B version’s radar signature. The air inlet was extensively modified as part of radar signature reduction, necessitating a reduction in maximum speed to Mach 1.2. However the low-level speeds were increased to Mach 0.95. While the B-1 was designed to carry nuclear weapons it is no longer armed with nuclear weapons, it now maintains a strictly conventional mission with the capability of employing both general purpose and precision guided bombs and sub-munitions dispensers. The aircraft has three internal weapon bays and six external hardpoints under the fuselage. The maximum internal weapons payload is 75,000lb and maximum external weapons payload is 59,000lbs.

The first production B-1 flew in October 1984, and the first B-1B was delivered to Dyess Air Force Base, Texas, in June 1985. Initial operational capability was achieved on Oct. 1, 1986. The final B-1B was delivered May 2, 1988. The first B-1B delivered to Dyess, the “Star of Abilene”, is now on display by the Dyess Linear Air Park, by the gate on the right hand side, more about the air park later.

In 2001 the US DoD, as a cost saving measure, decided to cut its inventory down to 67 and presently 66 aircraft are active. Currently the majority of the B-1B fleet is operating out of Dyess AFB, Texas (36 aircraft). Ellsworth AFB, South Dakota has the remaining aircraft.

Over the years the B-1B has undergone numerous upgrades such as:

- New navigation and communications systems including the fitting of GPS.
- Fully integrated data link (FIDL).
- Sniper pod integration. The AN/AAQ-33 Lockheed Martin Sniper ATP advanced targeting pod that includes a mid-wave FLIR (forward-looking infrared), dual mode laser, CCD-TV, laser spot tracker and IR marker. Sniper gives the B-1B the capability for self- identification of targets and bomb damage assessment.
- Successful full-load joint air to surface stand-off missiles (JASSM), and joint direct attack munition (JDAM) implementation to the arsenal. The Boeing JDAM uses global positioning system / inertial navigation guidance for delivery of the 1,000lb Mk83, 1,000lb BLU-110, 2,000lb Mk84 and 2,000lb BLU-109. It has a range up to 15 miles (24 km) and strike precision within 14 yards (13 m).

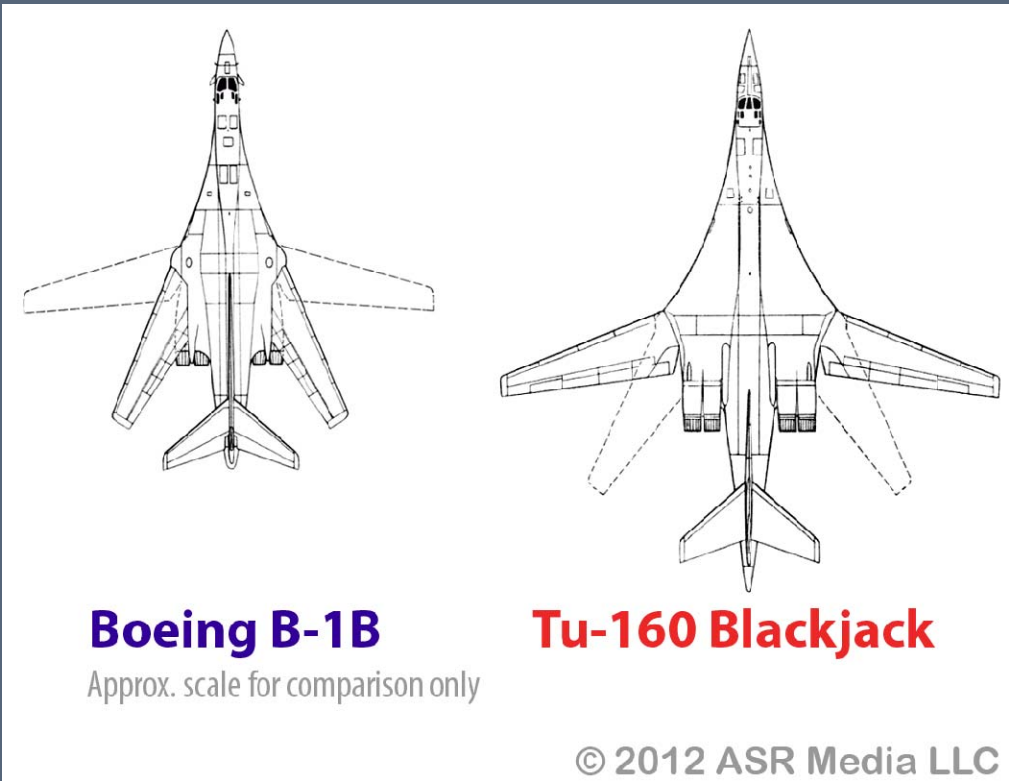
The aircraft has a crew of four: pilot, co-pilot, defensive systems operator (DSO) and offensive systems operator (OSO). The relatively small cockpit compartment is split into two areas all equipped with ejection seats. Due to the intercontinental range of the B-1B there is even a small sanitary facility built in between the pilot and the aft operation compartments.

The B-1B is equipped with the EDO Corporation AN/ALQ-161 defensive avionics suite which provides jamming against early warning radars and the fire control radars of missiles and anti-air guns. The processing algorithms are installed on an IBM AP-101F digital computer. The system also incorporates Northrop Grumman jamming transmitters, Raytheon phased array antennas and a tail warning pulse Doppler radar, which gives rear-facing hemispherical coverage. The system's countermeasures include dispensers for chaff and flares, and a towed decoy system (ALE-50).



With all the capabilities taken into consideration, and combined with its substantial payload, excellent radar targeting system, long loiter time and survivability, the B-1B is a key element of any joint/composite strike force. The B-1 is a deadly, highly versatile, multi-mission weapon system. Today the Lancer flies combat missions in the Afghanistan theatre of operations. It flies Armed Over Watch missions where it provides surveillance and close air support for the troops on the ground. When needed, the Combatant Commander, and ground forces all across Afghanistan, know that there is a B-1 overhead to take care of business in a moment's notice. The B-1's long loiter time and speed make this an ideal strike assess for a country as large as Afghanistan. Smaller fighter aircraft are limited in range and time on station, giving the B-1B the upper hand in today's combat environment.

It is interesting to note the similarities between the B-1B and the Russian's Tupolev Tu-160, NATO code name Blackjack. The Tu-160 Blackjack is a supersonic, variable-sweep wing heavy strategic bomber that entered service in 1987. Perhaps by coincidence: it has just about the same shape and profile. The differences are mostly in scale: the Tu-160 is longer by 21% (54.1m vs the B-1s 44.5m) has a wider wingspan (extended is 33% larger, 55.7m vs 41.8m), and has a maximum speed of Mach 2+ (the original B-1A had Mach 2+).



Upon our return from the museum we headed to meet our second host and escort; Lt. Col Brian “Seabass” Witkowski, Director of Operations for the 28<sup>th</sup> Bomb Squadron. Ricardo had met Seabass at the Joint Base McGuire-Dix-Lakehurst Open House and Air Show, near Trenton, New Jersey, early 2012.

Seabass escorted all of us to the Formal Training Unit (FTU) where the simulators for the B-1B are located. The 28<sup>th</sup> Bomb Squadron, at Dyess AFB, has the only B-1 aviator training facility in the USAF to train pilots to fly the Bone.



Our escorts for the day: Lt. Col Brian “Seabass” Witkowski, Director of Operation for the 28<sup>th</sup> Bomb Squadron, and 2nd Lt. Nicole Ferrara, Deputy Chief of Public Affairs, Just before we entered the FMS.

We were introduced to the Manager and we received our “Photo Passes”. To be in this area and not only to see the simulator but to spend about 1.5 hours simulating flying the B-1 was a real privilege and more than we could have hoped for! Ricardo and I felt like small kids in a candy factory who can get any and as much as they want! This was not a Microsoft Flight Simulator that retails for around \$40.00, but the real thing costing millions, normally reserved exclusively for training and testing the B-1B pilots! There were blue flashing warning lights going off inside the building indicating that someone (us) was taking photographs, and reminding personnel to be especially careful to protect operation security.

The Air Force uses the Full Mission Simulator (FMS) that provides the highest level of realism, large field-of-view image generation and display systems of highest resolution. This visual system accurately reflects the real outside-world environment, and just about any type of mission scenario can be visually replicated. Inside the darkened hangar-like building there were several simulators sitting on movable platforms. FMS allows the crew to train in the Lancer for many hours on the ground before flying actual training and operational missions, thus saving American taxpayers millions of dollars in fuel cost. The only thing that it does not simulate is G-forces.





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The simulator, which from the front looks like a large, white saucer-shaped object with a rectangular backend through which one enters, is housed on top of an elevated Stewart motion platform and must be reached from an elevated catwalk and a small bridge. The platform moves the simulator in three linear movements x, y, z (lateral, longitudinal and vertical) and with three rotations: pitch, roll and yaw. Stepping inside is like being inside the cockpit of a real B-1B. The realism of the views, sound and motion is simply amazing! It is like flying the actual B-1B and one can get motion sick just as easy.

I had the pleasure to take off and give it a go first. Sitting in the left seat I took control, following the instruction from Seabass, who dialed in the runway at Dyess on his control panel. It was an interesting feeling to take control of the Bone. For me; a bit of performance anxiety (as I didn't want to crash right off the start) and intensity mixed with a great deal of excitement and delight. I'm sure Ricardo had similar feelings, and he will describe his in his own words. Ricardo and I never flew an aircraft before, or even played flight simulator video games on our computers.

We lined up at one end of the 12,000 foot runway, I released the brakes and pushed forward the engine control throttles to full afterburners and off we went like a rocket more or less straight. I was told to pull back on the stick, raise the landing gear and move the wings back to the swept position as we rapidly lifted off and kept on accelerating to Mach 1 to around 20,000 ft. WOW! At this stage, Seabass paused the simulator for a couple of seconds in order to turn off the motion sensor. This was a good thing, as our escort 2nd Lt. Ferrara, and not to mention Ricardo, would have been uncomfortable in the foreseeable bumpy flight! With the simulator active once again, with all the visuals but with out the full motion simulation, I was instructed to do a couple of barrel rolls and to bank to the left, descend and fly back towards the base and the surrounding area. It was an interesting feeling going through the rolls. The horizon shifted looking out the windows, and that brought back memories of my first single engine jet flight in an L-39C where my pilot decided to do some aerobatics with the other three L-39Cs.



B-1 FTU emblem on the building.  
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Attempted KC-10 A2A refueling.  
©2012 Ricardo von Puttkammer

Team ASR in the FMS and behind the B-1B controls.  
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Good thing that we were in a simulator as I descended to a lower attitude, I never reduced my speed, and I was just screaming at just over Mach 1.2! I buzzed around the airbase at supersonic speeds, then I gained a bit of altitude, as Seabass dialed in a KC-10 air-to-air refuel scenario: I was told to slow down and to extend my wings. This was not an easy task at all, and after the third try I just buzzed by the KC-10, feeling a bit frustrated, pulling back the wings towards Hill AFB, Utah, at supersonic speed, and at a lower altitude to see how it feels to fly closer to the ground following the terrain, after flying through some valleys between the mountain peaks I handed the controls over to Ricardo.





Ricardo took over and after getting acquainted with the stick and the pedals, Seabass, asked him to gain some altitude and to try a couple of barrel rolls. Ricardo pulled back on the stick and accelerated. After reaching about 20,000ft we banked to the left to start our roll. I think Ricardo also pushed forward the stick maybe a bit too much, and soon we were heading towards the mountains while rotating out of control at over Mach 1.5 and suddenly the screen went pitch black: we crashed!

Good thing, that in the simulator you can start all over again. We were flying again at an altitude of 20,000 ft, but this time we tried a touch’n-go. Seabass, dialed in Hill AFB, just north of Salt Lake City on the screen. Ricardo proceeded to descent and we touched down without much drama rolled a couple of hundred feet, and accelerated with full afterburners and took off again. This went very smoothly, and after circling the base we banked to the left and headed over the Great Salt Lake. Over the lake we tried to do the barrel roll once again. Ricardo this time just to be different, instead crashing into the mountain, ended up crashing us into the water! Thus Ricardo earned his new nick name and call sign “Crash”! After taking out two B-1Bs in 30 minutes, the controls were handed back to me; flying at 20,000 ft.

After the control of the aircraft was given back to me, I was instructed to land. I reduced my speed, extended the wings and began my descent. There are visual indicators that help, but my landing was a bit wobbly. I managed to land but I started to drift off towards the left of the runway due to excessive speed. I was told to stand on the brakes while trying to steer back on the runway, but I eventually slid off the tarmac and continued on the grass slowly decelerating until we stopped which felt like forever. At least we landed in one piece and did not crash! Any landing from which everyone can walk away and the aircraft is in one piece is a good landing, in my book: especially if this was my first time behind the stick. I felt like I really did fly the Bone, with a bit of sweat rolling off my forehead and being in euphoria at the same time. Now I can fully appreciate the training and the skills the pilots must have, even though I only had a small glimpse of what it takes to fly one.

As we exited the building, the rain had stopped and it began to clear up a bit in the distance. Our next destination was to the Flight Line to take images of the B-1Bs. As we drove out to the service and parking pads where the B-1s were lined up, we met Colonel Mark “Snapper” Bennett, who is the 7th Operations Group Commander, who welcomed us on behalf of Colonel Glen D. VanHerck, the 7th Bomb Wing Commander, at Dyess Air Force Base, who was not on the base during our visit. Colonel Bennett posed with us for a quick photo in front of one of the B-1Bs on the tarmac, and I received his patch from his flight suit for my collection; a treasured memento of our visit.

Following our brief meeting we continued to take photos while we were driven by Seabass, stopping here and there and eventually following some of the Lancers which were ready to take off for their planned daily sortie, right out to the runway. We spent considerable time taking images from different areas of the 12,000 ft long runway from the start to the mid-point where the B-1s were thundering by with full afterburners just before lift off; what music they make! It kind of reminded me of Bela Lugosi: as Count Dracula he hears the wolves howling “Listen to them. Children of the night. What music they make!” Maybe because some of the B-1s from the 9th Bomb Squadron of the 7th Bomb Wing, have a bat in their tail markings! Well there is nothing like it: the sounds, the smell and the deep vibration that resonates inside one’s body as they roar by less than 50 ft away. If one is into jets, “it is an orgasmic bliss!!”

Time really flies when we are having fun, and it was time to go for a quick lunch in the base exchange food court. After our quick lunch break we continued with our tour at the 28th Bomb Squadron, where we met other pilots, sand weapon system officers, or WSOs, some Ricardo already met at air shows, had a chance to look around including their heritage room area and we were introduced to one of the two female student pilots. Who were assigned to the squadron at the time. Unfortunately, the female pilots were not available for photo ops by the B-1B. Perhaps, next time?





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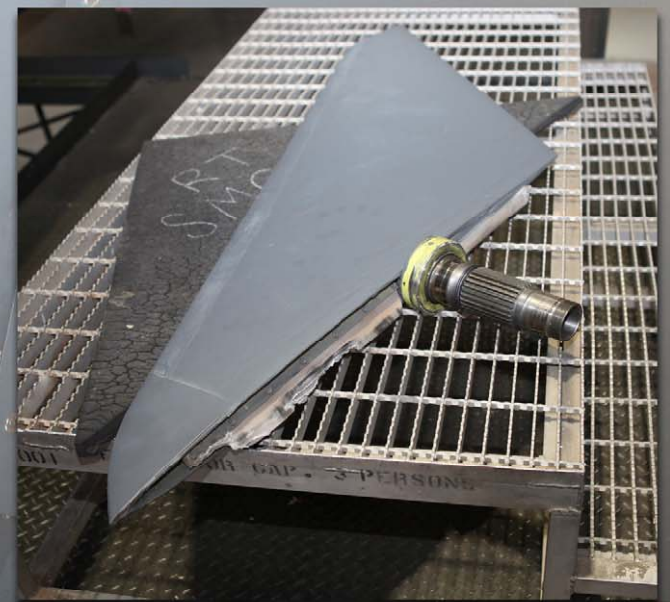




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One of the Lancers inside the hangar getting some TLC. Ricardo on the scaffolding taking photos of the canard-like winglet. On the B-1 these small canard surfaces (one on each side) are part of an active vibration damping system that reduces adverse airflow effects.

Main and detail images ©2012 Ricardo von Puttkammer



Then we stopped by the 28th Bomb Squadron's gift shop; one of us is a shopaholic, hint not me, and bought a ton of t-shirts, key chains, etc. I just bought one t-shirt, a key chain, challenge coin and a couple of stickers for friends and a 7th Wing badge. I love to collect badges, but I value the ones that I can get from the pilots or commanders: they are more than just a badge, they are a memento with that person's name attached forever.

It was now time to visit the maintenance hangars, to see and interview the people who keep the Bone in the air. Once again this was a real privilege for ASR.

We were met by Major Brian Haws 7th BW Equipment Maintenance Squadron Commander, Capt. Jon Van Nostrand and Chief Master Sgt. Alvin Flores. The squadron is responsible for the F101 engine regional repair center, the only one in ACC, performing all major engine repairs for the B-1 fleet. Unit experts repair avionics, computer driven flight control, navigation and radar/electronic warfare components. They also maintain all B-1 ejection seats and fuels systems, plus rebuild hydraulic components and overhaul selected electrical components. Ricardo and I were split apart to speed things up: he took off in a flash, to do some photography on a B-1 surrounded by scaffolding, and I remained to ask some questions.







©2012 Ricardo von Puttkammer

My questions were not too technical in nature just some curiosity regarding the engines and life expectancy and how many hours pass before an engine has to be taken out for routine maintenance, seeing one out of the aircraft, about blown tires, fuel tank locations and so on.

From Chief Master Sgt Flores I have learned several interesting details about the Bone, among them:

- The General Electric F101-GE-102 turbofan is essentially the same engine as the one that powers the F-16.
- The life is not measured in hours but in cycles that is monitored by a computer onboard. The life expectancy cycles vary depending how hard the engines are used and on many other factors and it does not mean one start or an hour flying equals one cycle.
- The B-1B can fly on only two engines if necessary, and can even stay in the air on one if much of the fuel is dumped. One of the B-1Bs on the tarmac had one of the engines removed and we could take a look at that.
- The B-1B's tires can be changed relatively easily and does not require a three point support for the whole air frame like on the A-10. I used the A-10 as an example, as I have seen what it entails to change a wheel on the A-10. The B-1B's blown tire issues have been reduced significantly.
- There are eight self-sealing fuel tanks in the fuselage and parts of the wing assembly. The fuel tanks are pressurized with inert nitrogen to reduce fuel explosion hazard. The B-1Bs have a Fuel & Center Of Gravity Management Subsystem (FCGMS) that shifts fuel from one tank to another to maintain trim when the aircraft changes the sweep of its wings.

Upon concluding my short interview I thanked him and asked if I could take a group photo of some of the maintenance personnel under the wing who do such a wonderful job maintaining the Bone and keeping it combat mission ready.



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We returned to the tarmac after the group photo, to take additional images both on the tarmac as well as interior shots of one the B-1Bs with Seabass, and headed back to the flight line to take additional landing shots. It was now bright and sunny with a few puffs of cumulus clouds, unlike earlier in the morning. However, all the B-1Bs were still in the air on their sorties, so we settled to take some photos of the 317th Airlift Group's aircraft parked on the other side of the tarmac near the control tower from a distance, as time was running short. We still wanted to visit the Linear Air Park that features 32 aircraft on display outdoors.

- General Electric F101-GE-102 turbofan, left top.
- The engine bay with the air inlet from the engine side, left bottom.
- GBU-31 Joint Direct Attack Munition practice bombs are lined up and strapped down on a Munitions Handling trailer. These 2,000 lb practice bombs are commonly used in B-1B Lancer for training, right below.







Climbing into the cockpit



In the cockpit of the B-1B



The "back office" with the DSO on left, OSO on right



The AN/AAQ-33 Lockheed Martin Sniper





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Lancers going out for a training sortie, top, and a C-130J from the 317th AG, below.

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After taking some photos of the C-130s around 1500 hours, we headed back to the 28th BS main building and we said our goodbyes to Lt. Col. Brian “Seabass” Witkowski, and thanked Seabass wholeheartedly for his time and insights.

2nd Lt. Ferrara then drove us to the Linear Air Park, which is located on the right side of Arnold Blvd, as one enters the Base. Of course by this time, just after 1510, the B-1Bs started to return and slowly circled in their preparation to land, and we missed the landings. For me it was too far to take photos with my 200-400mm f4 and full frame Nikon D3S, but Ricardo had his 300mm f2.8 lens with the 2X teleconverter on his Canon 1D Mk4 that has a cropping factor of 1.3, thus with 780mm equivalent lens it was still possible for a couple shots.



The air park is spread out over a 1.2-mile-long outdoor exhibit showcasing Air Force airpower. The Dyess Linear Air Park originated from the Texas Museum of Military History, founded in 1981. The park was officially dedicated by Lt. Gen. Robert D. Becket, commander 15<sup>th</sup> Air Force, on June 12, 1991.

There are 32 WWII, Korean Conflict, Vietnam Conflict and two air-Storm on display. The air park is only open once a month for formation, please call the Public Affairs office at (325) 696-2863 or e-

The color schemes and markings depict the squadron and era in which are listed here from 5<sup>th</sup> St towards the entrance, images on the following

1. F-100C Super Sabre – North American Aviation
2. F-105D Thunderchief – Republic Aviation
3. F-101B Voodoo – McDonell Aircraft
4. F-104A Starfighter – Lockheed Aircraft Corporation
5. RF-84F Thunderflash – Republic Aviation
6. F-89H Scorpion – Northrop Aircraft
7. F-86L SabreJet – North American Aviation
8. F-84F Thunderstreak – Republic Aviation
9. T-37B Tweety Bird – Cessna Aircraft
10. T-38A Talon – Northrop Corporation
11. T-6F Texan – North American Aviation
12. T-33A Shooting Star – Lockheed Aircraft
13. T-29C Flying Classroom – Convair
14. T-39A Saberliner – North American Aviation
15. T-34B Mentor – Beechcraft Aircraft
16. HU-16E Albatross – Grumman Aircraft Corporation
17. C-123K Provider – Fairchild Aircraft Industries
18. C-7A Caribou – DeHavilland
19. C-47A Skytrain – Douglas Aircraft
20. C-130A Hercules – Lockheed Aircraft
21. EB-57B Canberra – Glen L Martin
22. A-26C Invader – Douglas Aircraft
23. O-2A Skymaster – Cessna Aircraft
24. EB-47E Stratojet – Boeing Aircraft
25. KC135A Stratotanker – Boeing Aircraft
26. B-52D Stratofortress – Boeing Aircraft
27. KC-97L Stratofreighter – Boeing Aircraft
28. B-17G Flying Fortress – Boeing Aircraft
29. AGM-28A Hound Dog – North American Rockwell
30. B-1B Lancer – Rockwell International. The first operating B-1B Star of Abilene (by the gate)
31. F-111A Aardvark – General Dynamics
32. C-130E – Lockheed Aircraft (by the gate)

After we quickly took a couple of photos of each aircraft on display (with two exceptions: the C130-E by the gate and the replica P-40 that was in front of the Visitors Center) we were driven back to the Visitor’s Center by 2<sup>nd</sup> Lt. Ferrara at 1620 hours.



craft from Operation Desert guided tours. For more in-mail by clicking [here](#).

the aircraft flew. They pages:

Our very fruitful visit to Dyess AFB then came to an end. We expressed our gratitude for the welcome and for the cooperation we received to our escort and host 2<sup>nd</sup> Lt. Ferrara.

We can honestly write that the hospitality and cooperation by the 7<sup>th</sup> Bomb Wing of the USAF was outstanding. Their professionalism and their dedication shone throughout.

We wish to thank all the personnel involved from Colonel Glen VanHerck, the 7th Bomb Wing Commander, who approved it, Colonel Mark “Snapper” Bennett, the 7<sup>th</sup> Operations Group Commander, who welcomed us, 2<sup>nd</sup> Lt. Nicole Ferrara, Deputy Chief Public Affairs, Lt. Col Brian “Seabass” Witkowski, Director of Operations the 28<sup>th</sup> Bomb Squadron, Maj. Brian Haws 7<sup>th</sup> BW Equipment Maintenance Squadron Commander, Chief Master Sgt. Alvin Flores and their maintenance personnel, and countless others who made our visit so special and unforgettable. It was our BEST base visit to date.





F-110C



RF-84F



F-84F



F-105D



F-86L



T-37B



All images ©2012 ASR Media LLC

F-101B



F-89H



T-38A



F-104A





T-33A



HU-16E



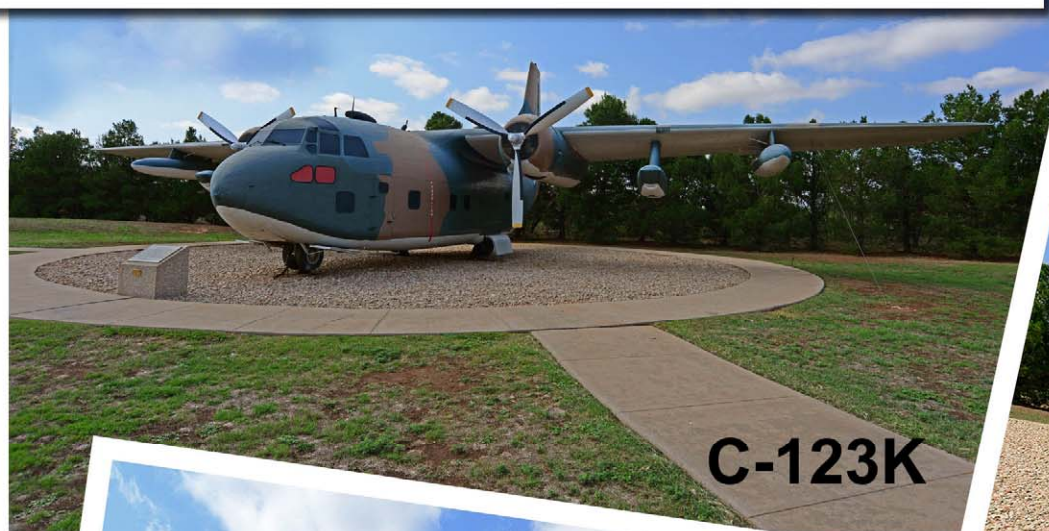
T-34B



T-6F



C-123K



C-47A



T-29C



C-7A



T-39A





C-130A



O-2A



B-52D



All images ©2012 ASR Media LLC

EB-57B



AGM-28A



KC-97L

A-26C



KC-135A

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EB-47E







**B-17G**

©2012 ASR Media LLC



**F-111A**

©2012 ASR Media LLC



**B-17G**

©2012 Ricardo von Puttkammer



**B-1B**

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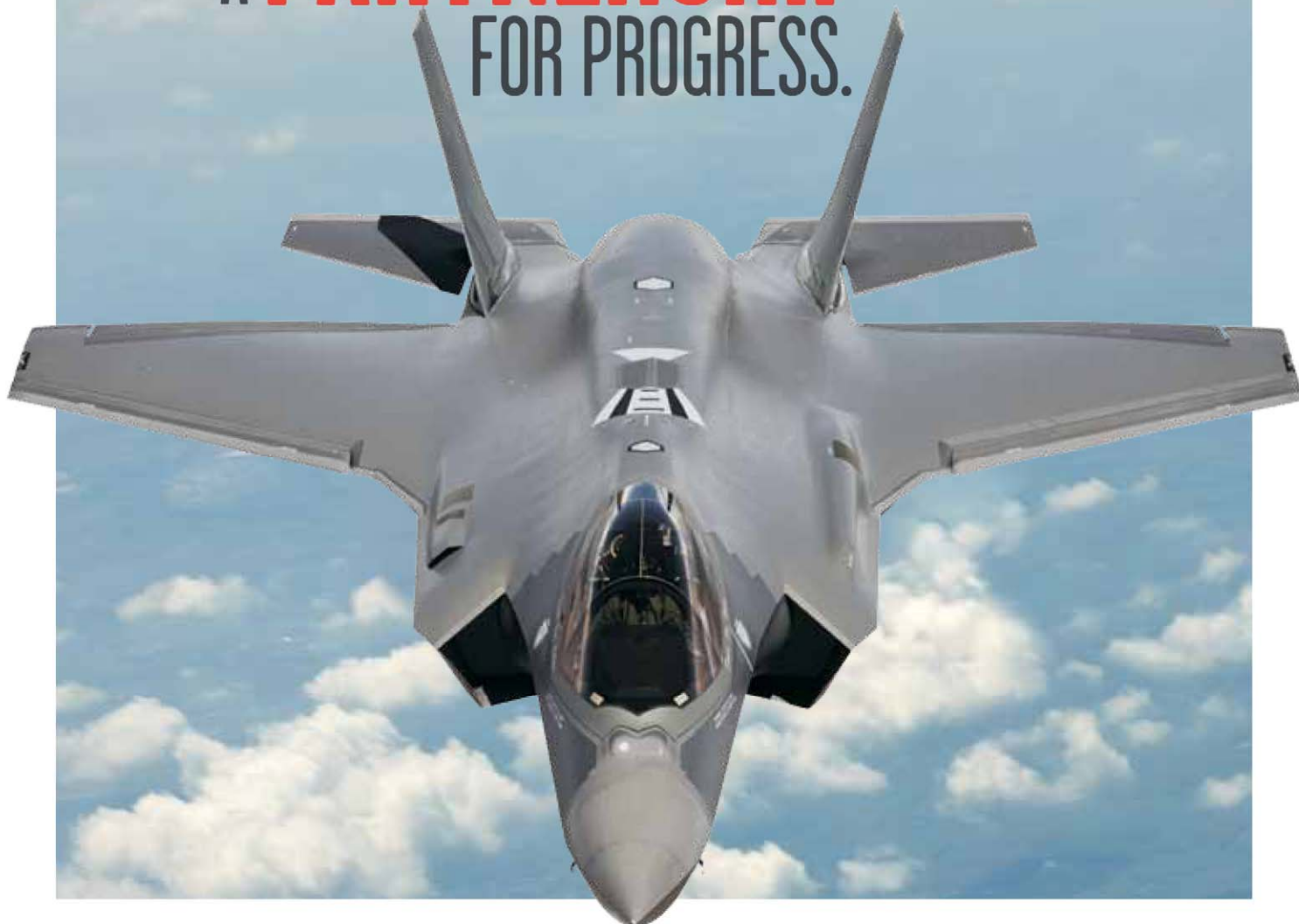


**B-1B**

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LOCKHEED MARTIN

# 2012 Wings over North Georgia Air Show

Report and photography by Stefan Seville



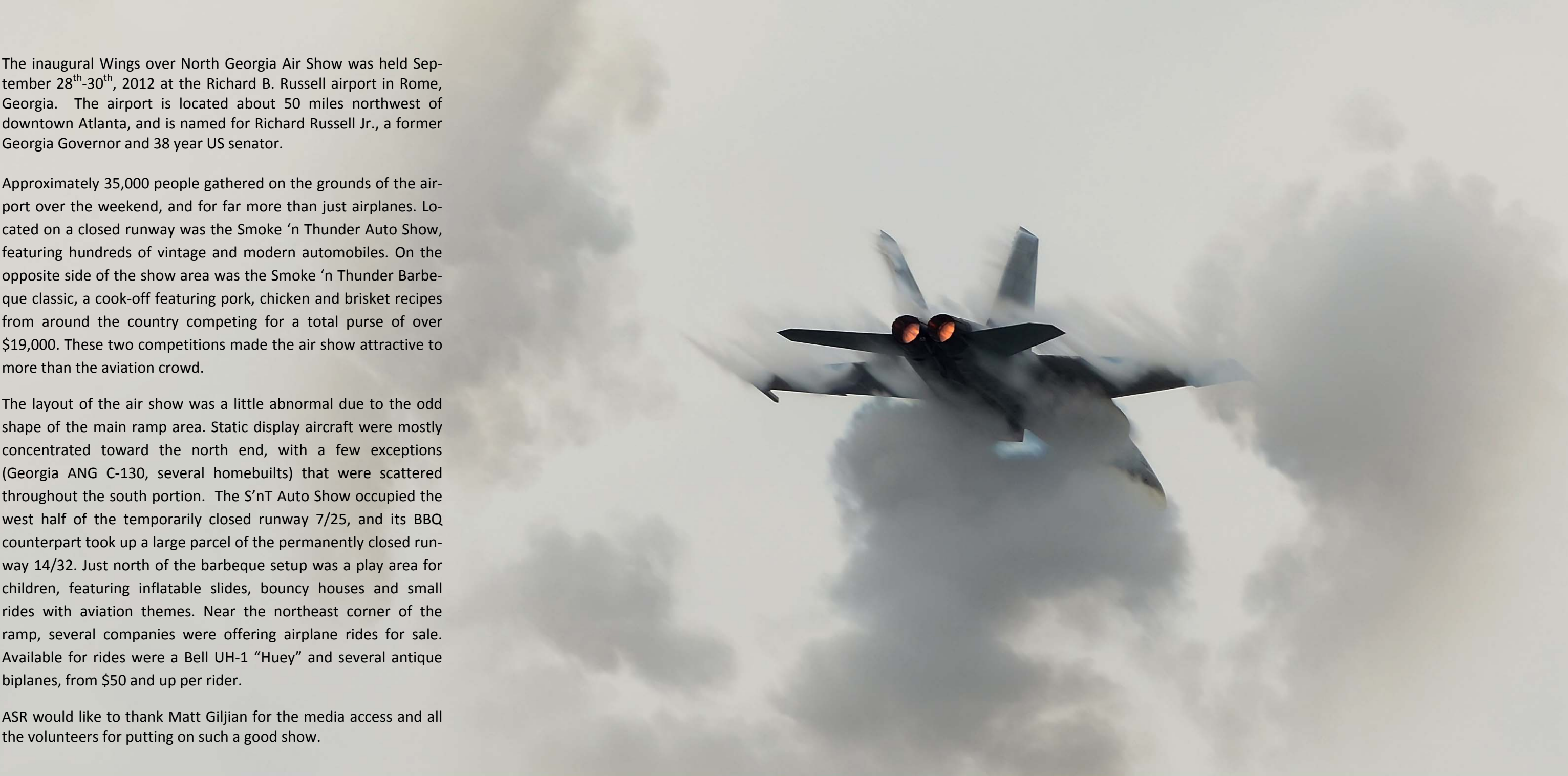


The inaugural Wings over North Georgia Air Show was held September 28<sup>th</sup>-30<sup>th</sup>, 2012 at the Richard B. Russell airport in Rome, Georgia. The airport is located about 50 miles northwest of downtown Atlanta, and is named for Richard Russell Jr., a former Georgia Governor and 38 year US senator.

Approximately 35,000 people gathered on the grounds of the airport over the weekend, and for far more than just airplanes. Located on a closed runway was the Smoke ‘n Thunder Auto Show, featuring hundreds of vintage and modern automobiles. On the opposite side of the show area was the Smoke ‘n Thunder Barbeque classic, a cook-off featuring pork, chicken and brisket recipes from around the country competing for a total purse of over \$19,000. These two competitions made the air show attractive to more than the aviation crowd.

The layout of the air show was a little abnormal due to the odd shape of the main ramp area. Static display aircraft were mostly concentrated toward the north end, with a few exceptions (Georgia ANG C-130, several homebuilts) that were scattered throughout the south portion. The S’nT Auto Show occupied the west half of the temporarily closed runway 7/25, and its BBQ counterpart took up a large parcel of the permanently closed runway 14/32. Just north of the barbeque setup was a play area for children, featuring inflatable slides, bouncy houses and small rides with aviation themes. Near the northeast corner of the ramp, several companies were offering airplane rides for sale. Available for rides were a Bell UH-1 “Huey” and several antique biplanes, from \$50 and up per rider.

ASR would like to thank Matt Giljian for the media access and all the volunteers for putting on such a good show.







# KOMATSU AIR BASE OPEN DAY BY TAKESHI SHINODA

Komatsu Air Base in Japan, held its Open Day on September 23rd. The weather was far from the best with low ceiling, grey skies and with a fine rain mist. Despite the weather 100,200 people attended the air show.

One very unique aspect at this base is that one is allowed to carry in a ground sheet, to sit on, and more importantly for photographers a ladder, to stand above the crowds for better photography.

Instead of driving I decided to take a bus tour available to the base for US\$80 approximately, as this allowed a faster entrance to Komatsu Air Base, avoiding the usual traffic jam. Komatsu is famous for multi ship opening flight with several F-15s, and in this case 8 of them. The over all program was not very spectacular. It included a RF4J solo flight and a dull performance by Blue Impulse (aka 11 Squadron), which is the aerobatic demonstration team of the Japan Air Self-Defense Force, due to the low ceiling.



- Film strip:
1. RF4J
  2. JASDF UH-60J
  3. RF4J
  4. Mitsubishi F-15J Eagle





# Malta International Air Show

Article and photography by Ray Pace

The 2012 air show organised by the Malta Aviation Society was held on the 29/30th September 2012 to mark the 20th anniversary since the first air show was held in Malta and coincided with the 70th anniversary of Malta being awarded the George Cross for its bravery during World War II.

What started as a humble event in 1993 has now grown to a fully fledged Air Show. The weather on both days was excellent with clear skies, light wind but scorching heat! The hospitality by the organisers and all the volunteers was exceptional. VIP seating area complete with its own refreshment area was available for an additional €5 charge, whilst the Press had their own secluded area adjacent to the seating area smack in the centre of the flying display area. The spectators were close to where the taxiing aircraft and flight display took place, with an 18 - 200mm lens being sufficient to capture all the action.

On Friday 28th, the MAS volunteers were taken to the Runway 13 threshold for the arrival of the aircraft. The Chinook made a spectacular landing in front of us and we could see one of the crew onboard filming us with his Ipad. The NATO AWACS was more adventurous, zigzagging in front of us after performing a low flypast before returning to land. From this location one could also photograph the commercial airliners landing on runway 13.

Due to various factors the actual air show and static aircraft on display were not the usual that were in recent years, and late cancellations and complications did not help either. However this did not result in a drop in the attendances on both days and last minute changes to the flying display made up for the forced cancellation of the Red Arrows visit and display.

The star of the air show was to be the Supermarine Spitfire Mk IXB to commemorate the George Cross award anniversary but as things developed, the Spitfire had to share being the "star" participant. Undoubtedly, the arrival on Saturday afternoon of the Airmalta Airbus A320 reg no 9H-AEN with its brand new colours straight from Ostrava in the Czech Republic was the highlight of the show with a stunning low past quasi aerobatic display for all to witness the underside and capabilities of the aircraft. A special mention must go to Captains Martin Ferrando and Patrick Calleja.

When it became certain that the Red Arrows would not be arriving on Sunday, the flying display programme had to be amended by the organisers in collaboration with Airmalta and the Spitfire pilot, resulting in a spectacular display by the Airmalta Airbus A320-214 9H-AEN and later a flypast together with the Spitfire, a scene that will remain in the memory of many who attended the 2012 Malta International air show. Earlier the Libyan Chinook helicopter took to the air and participated with a cracking flying display.



As the sun set and the gates closed I spoke to Joe Ciliberti, Malta Aviation Society Chairman and air show mastermind who summed up the proceedings as follows. *"It was just the experience that saved the situation at this year's air show. For months, we were promised two Libyan Mirages as appreciation to all that Malta did to help the wounded during last year's uprising in Libya. In the last week and a half we were informed that the Mirage pilot could not fly for the air show and thus Libya would not participate. Our efforts with Libya to at least still participate with either a helicopter or an aircraft yielded results when on Thursday evening, a few hours before the show was to start I received a phone call that Libya chose to send a Chinook helicopter. This was of great satisfaction after all the ongoing efforts over the last months. The fact that the Qatar Emiri Air Force chose to participate for the first time in the Malta air show was also very positive but, when we were all ready to offer another quality display, it so happened that the Red Arrows had suffered problems in the oxygen system on their way to Malta and had to make an emergency landing in Sardegna where at least one Pilot and Engineer were hospitalised. I would like to thank the public for understanding that these were things beyond our control as well as to all the MAS volunteers and participating aircrews for making this yet another successful event and look forward to start preparations for the 2013 air show"*





- Supermarine Spitfire MK IXB with the Airmalta A320-214, top left.
- NATO Boeing E-3A Awacs, mid left.
- Qatar Emiri Air Force Super Hercules C-130J, bottom left.
- RAF Hawk, top right.
- Libyan CH-47 Chinook helicopter, bottom right.



# California Dreaming...

## PHOTOGRAPHY AND ARTICLES AS NOTED

If you are an air show aficionado, the West Coast, specifically California, is one of the best places to be: it is prime time for air shows! The weather is "just right" most of the time: not too hot, nice and sunny! No wonder a slew of major air shows takes place in California in September and October.

We have attended and reviewed quite a few of them. These reviews can be found in detail on our website by following these links below, instead of rehashing the same in The Magazine, we are just going to feature additional images by our correspondents.

- [Watsonville Fly-in](#)
- [California Capital Air Show](#)
- [Salinas Air Show](#)
- [San Francisco Fleet Week](#)





# Watsonville Fly-In Air Show

All images by ©2012 Norman A. Graf



- Eddie Andreini in the Stearman, top left.
- John Collver's AT-6 "War Dog", bottom left.
- Two ship AT-6 formation, top right.
- Lockheed MC-130P Shadow Hawk, bottom right.







1



2

## California Capital Air Show

All images by ©2012 Norman A. Graf



3



4



4

5

- #1 & 2 U-2 Dragon Lady
- #3 B-25J "Old Glory"
- #4 Spitfire MkXIV
- #4 Heritage Flight:F-16 with the P-38L
- #5 Chance Vought F4U-1 Corsair







# California International Air Show

All images by ©2012 Norman A. Graf

- Sean D. Tucker Oracle Challenger III, top left.
- The Patriots Jet Team, top middle.
- Clay Lacy T-39 Sabreliner, top right.
- E-2C Hawkeye, bottom left.
- Jacquie Warda in her Extra 300, bottom left.





# San Francisco Fleet Week Air Show



- 1 F/A-18 Super Hornet by Norman A. Graf
- 2 B-2 Spirit by Norman A. Graf
- 3 Fat Albert by Ricardo von Puttkammer
- 4 One of the Blue Angels by Norman A. Graf
- 5 B-2 spirit with Boeing 747 in background by R.v. Puttkammer
- 6 A trio of AV-8B Harriers by Ricardo von Puttkammer
- 7 The Blue Angels flying low by Ricardo von Puttkammer



# Space Shuttle Endeavour's final ferry flight in California

Article by Norman A. Graf with photography as noted



Space Shuttle Endeavour circled San Francisco and flew over NASA's Ames Research Center at Moffett Federal Airfield on its final ferry flight to become an exhibit at the California Science Center in Los Angeles, California. The shuttle flew piggyback atop the Shuttle Carrier Aircraft (SCA), a highly modified Boeing 747.

Taking off from Edwards AFB early on the morning of September 21, 2012, Endeavour flew over its birthplace of Mojave before heading north over the Central Valley, circling the State Capitol, Sacramento, and then heading for the Bay Area. Appearing over Oakland at 10:15 AM, the shuttle passed over the Golden Gate Bridge and looped south to circle over San Francisco. It completed its 360 degree tour over the city by flying over Alcatraz Island and then banked south as it split the uprights of the Golden Gate Bridge. It was accompanied by a NASA F-15D chase plane which photographed the journey.

Shortly after 10:35, it passed over Moffett Field. Many in the crowd of 15,000 were disappointed that it did not fly over the runway and made only a single pass, yelling "Come back!" to the departing shuttle. Nevertheless, it was a sight to see as it flew by at less than 900 feet. And then it was over, the last of the space shuttles slowly receding into the distance, destined to become a museum piece and fly no more.

ASR's West Coast correspondent, Norman Graf, and his wife, Carol Campbell, were fortunate to be able to see and photograph this historic flight.





Space Shuttle over Alcatraz Island , above ©2012 Norman A. Graf  
Below ©2012 Carol Campbell



We strive to review the following aviation and other related events and air shows, subject to change, in the next issue of *The Magazine* by AirShowsReview:

- Enterprise Grand Opening
- MCAS Miramar Air Show
- CAF Midland Air Show
- Blue Angels Homecoming Pensacola
- C-45 Flight
- Red Bull B-25 Flight
- NATO Days Ostrava
- USS Michael Murphy Commissioning
- And so much more....



*Will see you there!*  
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