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February ♦ March 2013
Volume 4, Issue 2

The Magazine



- ✈ NATO DAYS 2012 Ostrava, Czech Republic
- ✈ Red Bull B-25J Flight, Austria
- ✈ CAF Midland, MCAS Miramar and Houston air shows
- ✈ GIFU AB Open House, Japan
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The Magazine
February - March 2013 Volume 4, Issue 2

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Cover: Skip Stewart and crew chief Dave Robinson (in a Pitts Model 12) over Millington, photo by Stefan Seville

Index page: F-22 Raptor at Nellis AFB, photo by Ricardo von Puttkammer



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From behind the lens and to the point

by the Editor

Welcome to our **free and green** February – March 2013 on-line issue of *The Magazine* by www.AirShowsReview.com.

New Year's is barely behind us and 2013 is already shaping up to be an exciting and busy year for *The Magazine*. We have added additional staff photographers to enhance our coverage of the air show industry. They are from Malta, the Southwest United States and from Ireland. In a few short years, The Magazine has steadily grown and our worldwide recognition is on the rise. We are proud to announce that we are now a member of the International Council of Air Shows (ICAS) and we attended our very first ICAS convention in Las Vegas. Look for our in-depth coverage of the convention on page 76 of this issue. We are currently working on some surprises for later in the season that we think our readers will really enjoy, so stay tuned!

We are flattered to have received many applications from photographers interested in becoming contributors to *The Magazine*. However, at this time, we can only consider applications from photographers on the West Coast of Canada, in the Texas area, in the UK, Eastern Europe, Russia, Australia, Japan or elsewhere in Asia. Our requirements are fairly simple: you must have a DSLR camera, know how to use it well and be able to speak and write in English. For additional information, contact us at info@airshowsreview.com



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

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SAFI Aviation Park Open Day 2012

Article and photography by Ray Pace



The SAFI Aviation Park Open Day 2012 was organized by Malta Enterprise and held on Sunday 7th October 2012, a week after the Malta International Air Show, enabling aircraft enthusiasts to have another opportunity to see up close operations relating to their hobby. The weather was excellent with clear blue skies. The organizers said that 8,000 people visited the Aviation Park.

The aim of the Open Day was to give the general public the opportunity to view the facilities at the Safi Aviation Park, a €17 million project inaugurated earlier this year. Moreover, the public was also being given the chance not only to meet stakeholders in the local aviation industry, ranging from the maintenance companies which operate from the park, to flight schools and microlight clubs, but also to learn more about the opportunities the industry offers through the presence of Malta Enterprise, the Malta College for Arts, Science and Technology (MCAST) and the Employment and Training Corporation (ETC), which respectively highlighted business, training and employment opportunities.

The Aviation park currently has two tenants, Medavia and SR Technics. A third tenant, spray-painting company Aviation Cosmetics is currently planning the construction of a third facility. This would leave space for three more hangars, ranging in size between 2,500 sqm and 5,000 sqm each.

Numerous stands were set up by the local flying schools, local businesses and educational institutions, the Civil Protection as well as a token representation by the Armed Forces of Malta Air Wing.



Assistance and various exhibit areas above, that included the Malta Aviation Museum Foundation, a great place to visit when in Malta and a Sky People Tecnam P2002JF. Opposite page, inside the SR Technics hangar with the Easy Jet Airbus 399-111 and the Orbest Arizonia Airbus 320-214.

A refreshment and food stall was provided with tables and chairs to take a break. Prices were reasonable ranging from €1.50 for a soft drink to €5.50 for a Chicken/Lamb Donor. Restroom facilities were more than adequate. First Aid crews were also present.

Visitors could see work in progress on an Easy Jet Airbus 319-111 Reg HB-JZK and the opportunity to see the docking of an Orbest Arizonia Airbus 320-214 Reg EC-KYZ which had just landed at the Malta International Airport for a 2C check at the SR Technics hangar. At the Medavia hangar, visitors could see work in progress on the refitting of a United Nations Humanitarian Air Service Beech 1900D reg 9H-AFI.

Amongst the aircraft on display, one could find the following aircraft::

Armed Forces of Malta Bulldog reg no AS0021
 Medavia Dash 8-300 reg no 9H-AEY
 Medavia reg no 9H-AAP
 Air Libya De Havilland Canada DHC-6-300 Twin Otter reg no 5A-DHN
 Sky People Tecnam P2002JF reg no 9H-SKY
 Sky People Piper PA28-161 Warrior II reg no 9H-FLY
 9H-PAT Malta Wings Co. Ltd. Tecnam P2006T
 Piper PA-28-161 Warrior II reg 9H-AEZ – European Pilot Academy
 Cessna U206B Super Skywagon 9H-ADW – Malta School of Flying
 Apollo Delta Jet 2 reg 9H-UDJ Buzz Flight Training

Robert Farrugia from Malta Enterprise told me that *“The objectives of the Open Day were reached...the attendance was overwhelming with a steady flow of people throughout the day, with most visitors taking interest in what was being shown to them. This served to generate awareness about the industry, the opportunities it offers and the services currently available. Even participants in the Open Day had very good feedback to give. Given the very positive feedback received, Malta Enterprise will be looking into the possibility of organizing another Open Day in the coming year, either once again at the Safi Aviation Park or otherwise at some other industrial zone which falls under the responsibility of Malta Industrial Parks. Through its various schemes, incentives and support services, Malta Enterprise has helped in the formation and consolidation of the local aviation industry. Amongst others, this may include the allocation of industrial space, as well as fiscal or financial assistance through its schemes and incentives aimed at facilitating investment and which may be used to support the construction of the facilities. On a different level, Malta Enterprise has also collaborated with MCAST on the development of training courses targeted at the aviation industry, thereby ensuring the availability of a skilled workforce ready to take up the opportunities being generated.”*



The NATO-Days 2012, is the largest army-air-military show in Central Europe, held in Ostrava at the Leoš Janáček Ostrava Airport, in the Czech Republic.

On Tuesday, Sept. 18th, the first aircraft arrived in Ostrava. Not one, but two B-52H Stratofortresses from the USAF Reserve Command 307th Bomb Wing from Barksdale came to the show. One for the static and the other to participate in the flying display. The first Buff was participating in the exercise RAMSTEIN ROVER 2012 and came from Leuchars, Scotland, the other one directly from Barksdale.

On Thursday, Sept. 20th, we saw several very interesting aircraft. The Polish Air Force brought (3) SU-22M4 Fitter K, (1) Casa C-295M, the French Air Force brought (3) Mirage 2000 N's, the Turkish Air Force arrived with (1) C-160 Transall and (2) F-16's. At sunset a rarely seen Antonov An-2 from the Estonian Air Force arrived. Only a few aircraft of this model are in regular military service in Europe: (5) with the Estonian Air Force, (1) with the Serbian Air Force and an unknown quantity with the Russian Air Force.

Friday, Sept. 21st, was the busiest day for arrivals. Some of the arrivals were: from NATO the E-3A AWACS, from France a rarely seen KC-135F Stratotanker, from Slovakia (3) MiG-29AS, from Sweden the Saab S-100D Argus, from Romania a new C-27J Spartan, from Slovenia a Pilatus PC-9M Hodournik, from Austria (1) Sikorsky S-70A-42 Blackhawk and (1) Sud Aviation (Aerospatiale) Alouette III, from Italy (1) Eurofighter (1) C-27J Spartan, and (1) Piaggio P-180 Avanti.



The British Air Force brought the Tucano, the Hawk the King Air and the Red Arrows display teams, and one Boeing E-3D Sentry. The Czech Air Force brought many different kinds of aircraft and helicopters to the static display, like the Yak-40, Gripen, Mil Mi-171SM, Zlin 242L, Zlin 143SLi, Casa C-295M, Mil Mi-24, W-3A Sokol and on and on.

The weekend show was very good for the spectators. The program was non-stop with a very good mix of ground and air displays. Ground displays offered a large variety and interesting events for the spectators during NATO Days in Ostrava, among them:

- The 102nd Reconnaissance Battalion, which is a part of the 53rd Brigade. They showed a dynamic display of a raid simulating the capture of an enemy combatant. The soldiers dropped off from Mil Mi-171, which was very impressive.
- The 102nd Reconnaissance Battalion also presented a Land Rover Defender 130 KAJMAN vehicle, an IVECO 4x4 light armored fighting vehicle and a Raven RQ-11B reconnaissance UAV.
- The 532nd Battalion introduced the visitors to modern electronic warfare and they presented a RUP FM M mobile reconnaissance-guiding system, KV and VKV band jammers and a STAR-V jammer mounted on an IVECO vehicle, which is used in foreign operations to jam signals for improvised explosive devices.

The air show started on both days, Saturday and Sunday, around 9:15 am, with the thundering scream of a Eurofighter, directly arriving from Zeltweg, Austria. This was only the second time in history that the Austrian Air Forces performed a full flying display outside Austria.

A few minutes later the MiG-29 AS from the Slovak Air Force took off for the solo display. It's always nice to see this smoky warrior from the cold war. In the afternoon we saw two MiG-29s perform a dogfight deploying flares, but due to distance between them it was not as breathtaking as it could have been.

The Italian Air Force C-27J Spartan took off next. The take off of this aircraft is always impressive. After the Royal Air Force solo display came the opening flyby by the Czech Air Force, with (3) Mil Mi-171, (3) Mil Mi-35V and (1) Alca. As of first of September the Czech Air Force is responsible

for air policing over the Baltic States. As a result of this the Czech Air Force did not participate with any solo jet display for this year's addition of the NATO-Days. But we could see a rare picture over the sky in Ostrava. We saw an air to air refueling from a French Boeing KC-135CF and on the boom a Czech Gripen. This was a unique formation.

This year's demonstration by the Austrian Air Force Sikorsky Black Hawk S-70 A from the Air Support Wing based in Langenlebarn, was much better than last year's. The Swiss Air Force's SuperAérospatiale AS332M1 Super Puma solo display was impressive as ever flown by Oberstleutnant (lieutenant colonel) Mariano Spada.

For 2012 from the Turkish Air Force came the F-16 SoloTürk a rarely seen act in Central Europe. This display is one of the best F-16 Solo Displays worldwide. The display is very dynamic, very fast, and always with flares. It is a display for the eyes and ears. After the great success from Saturday, SoloTürk wanted to present his wonderfully painted F-16 in a more exciting way to the spectators, but before he could finish his display, he was ordered by the Flight Safety Officer to end it, as he flew too low!!

The Italian Air Force Eurofighter solo display was next. This well known display is always an eye-catcher. There is nothing like the scream of two Ljulka AL-21 axial flow turbojet engines at start up. The sounds emanated from the swing-wing, high speed, low level ground attack and recce aircraft, the Sukhoi SU-22 M-4 Fitter K from the Polish Air Force. It is not often one can see one of this type of aircraft perform, but this time it was two of them, and they did perform! Flying in tandem one had the wings extended the other retracted, doing splits and crossovers. The Polish Su-22 Fitter demo team is a most welcomed addition to the European Air Show scene.

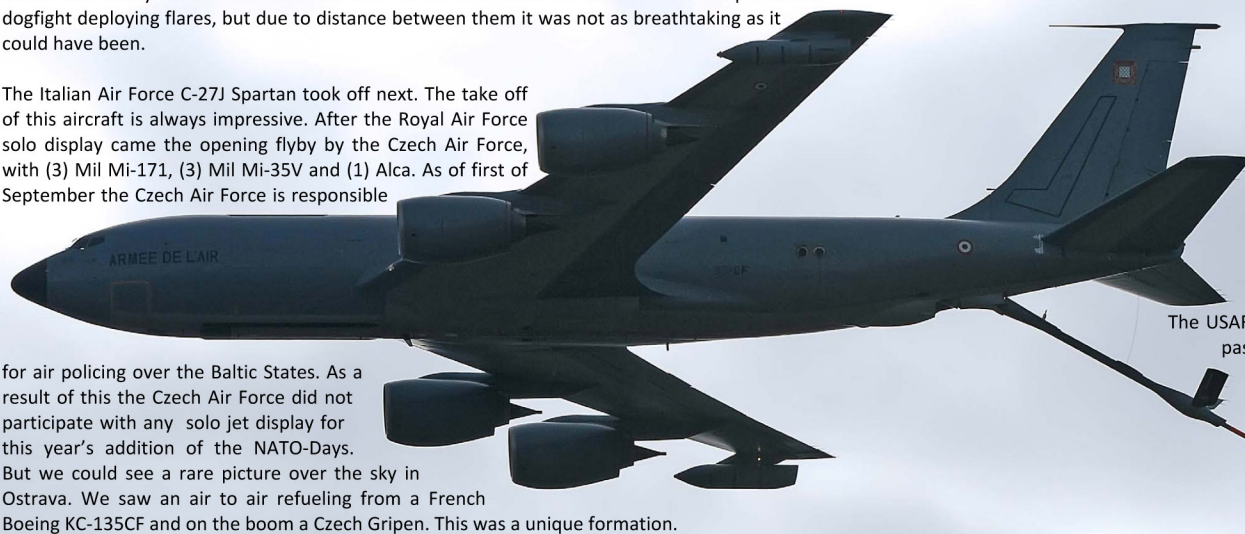
For the first time outside of France, the French Air Force tactical demo team RAMEX-DELTA with (2) Mirage 2000 N, showed their high level of flying and aerobatic skills in a very impressive display. In two ship formation they simulated ground attacks and air surveillance.

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NAT DAYS

2012 Ostrava

Air-to-air refueling demo by the French Boeing KC-135CF with a Czech Gripen on the boom. ©2012 Peter Thivessen



The USAF B-52 H Stratofortress flight consisted of simulated tactical maneuvers, a slow photo pass and landing with the drag chute deployed. The flying display flown by Capt. Kerry Baker (Executive to the Commander) was about 15 minutes long. Longer than the usual two flyby passes that we were used to at other air shows such as at Fairford. To celebrate this event a special badge was prepared by the members of Barksdale AFB.

The oldest warbird flying was the B-25J Mitchell, built in 1944, from the Flying Bulls. The aircraft was flown by Raimund Riedmann (Flight Operations Manager & Chief Pilot Fixed Wing) and Hans Pallaske. The pilots flew this old glory with great skills and gave many great opportunities for all the enthusiasts to take good images and leaving all spectators from young to old very impressed.

Captain Stefan "Stitch" Hutten, this year's display pilot from the Royal Netherlands Air Force, took off in the wonderfully painted orange and black F-16. It was his first display season. Stitch is assigned to 312 Sqn and has gained approximately 800+ hours on the F-16 since starting his flying career in 2007.

The Red Arrows performed, since last year after a serious accident, with seven aircraft. Also from the RAF we could see the fantastically painted Tucano and the specially painted Hawk in the flying display. The RAF brought two specially painted Hawks to Ostrava: one static and one as demo.

The Czech Air Force finished off this fabulous air show with a solo display of the Aero L-159 Alca. Overall the organizers did an excellent show: their website was informative and frequently updated, the press accreditations were done very professionally and quickly. ASR would like to thank all their staff for their hospitality especially Tereza Šlosarová and Ing. Michal Holubec.



NAT DAYS

2012 Ostrava



- B-52H USAF, top left by Wolfgang Jarisch
- Sukhoi SU-22 M-4 Fitter K's mid left by Peter Thivessen
- RAF Red Arrows bottom left by Peter Thivessen
- The Austrian Eurofighter top right by Wolfgang Jarisch
- NATO E-3A AWACS and the Dutch F-16 bottom right by Peter Thivessen



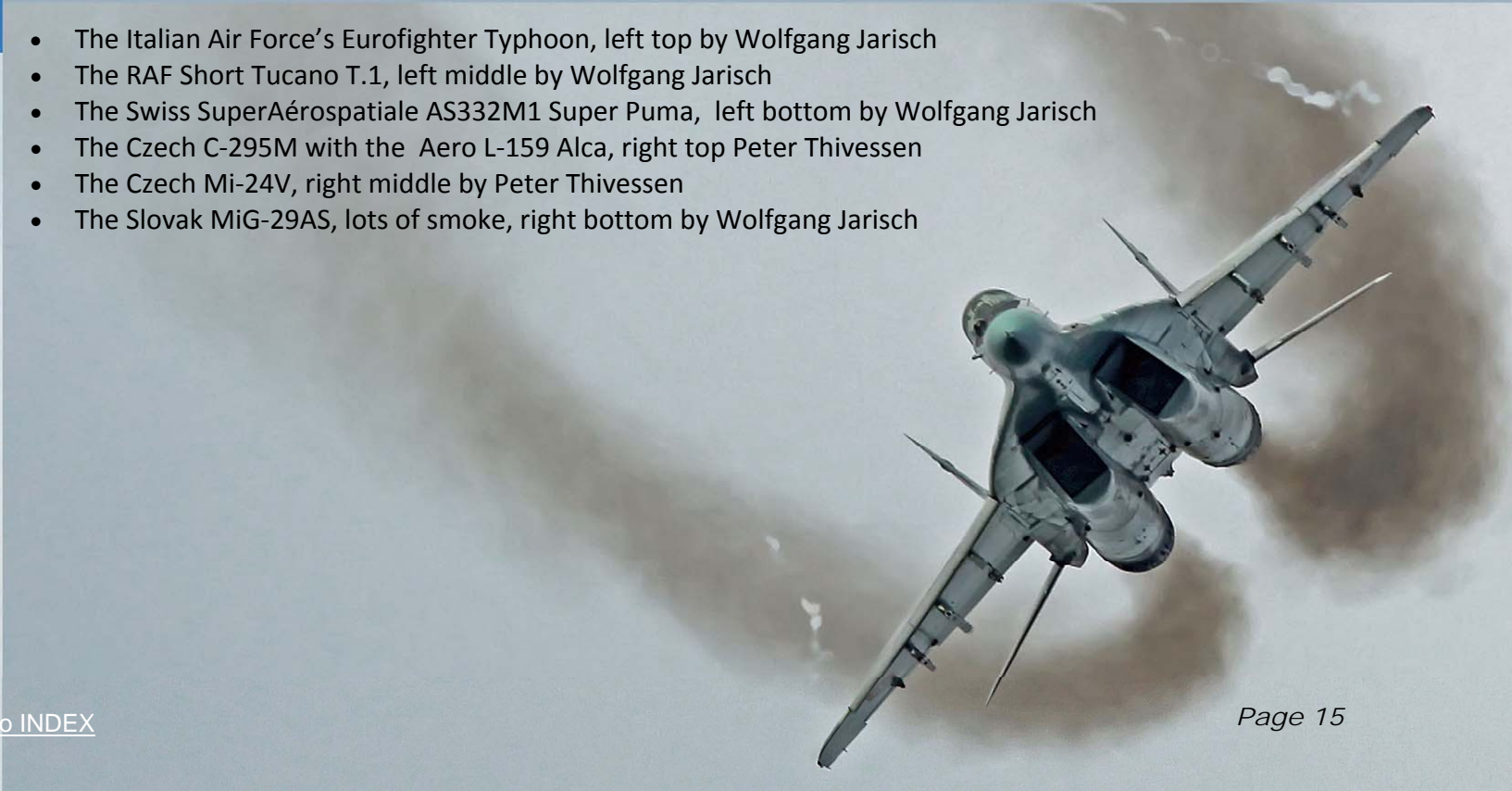


NAT DAYS

2012 Ostrava

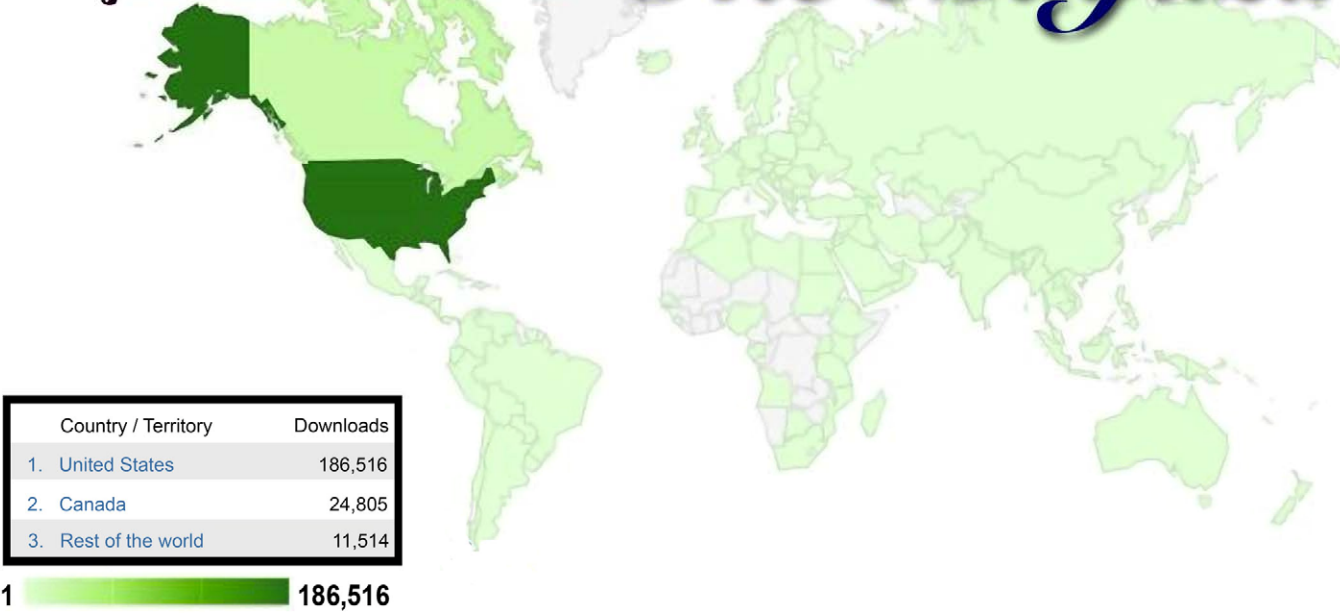


- The Italian Air Force's Eurofighter Typhoon, left top by Wolfgang Jarisch
- The RAF Short Tucano T.1, left middle by Wolfgang Jarisch
- The Swiss SuperAérospatiale AS332M1 Super Puma, left bottom by Wolfgang Jarisch
- The Czech C-295M with the Aero L-159 Alca, right top Peter Thivessen
- The Czech Mi-24V, right middle by Peter Thivessen
- The Slovak MiG-29AS, lots of smoke, right bottom by Wolfgang Jarisch



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Red Bull B-25J Flight

Report and photography by Wolfgang Jarisch



Two weeks prior to the NATO-Days 2012 in Ostrava, Czech Republic, our contributor Wolfgang, based in Austria received a call from Ms. Sylvie Pichler, Assistant to the General Manager and Flight Operation, from the Red Bull organization located in Salzburg, Austria. Would he be interested in flying to the air show in Ostrava on September 21st and back on September 23rd, in the Red Bull B-25J? There is only one answer to questions like that: YES, of course!

We featured the Red Bull flag ship DC-6B in our June-July issue in 2012. Being invited to fly with the Red Bulls is truly a great honor and opportunity for AirShowsReview, and invitations like these do not come along everyday.

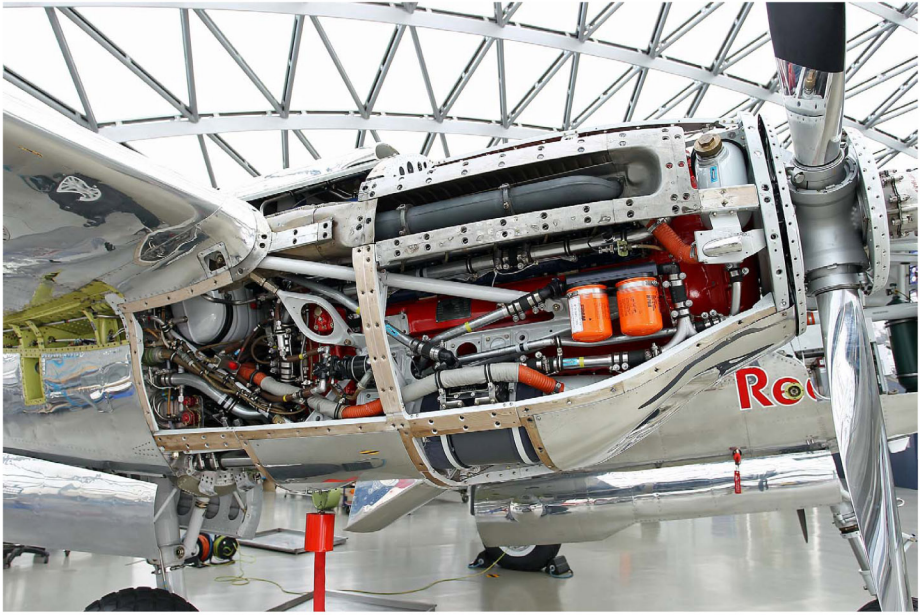
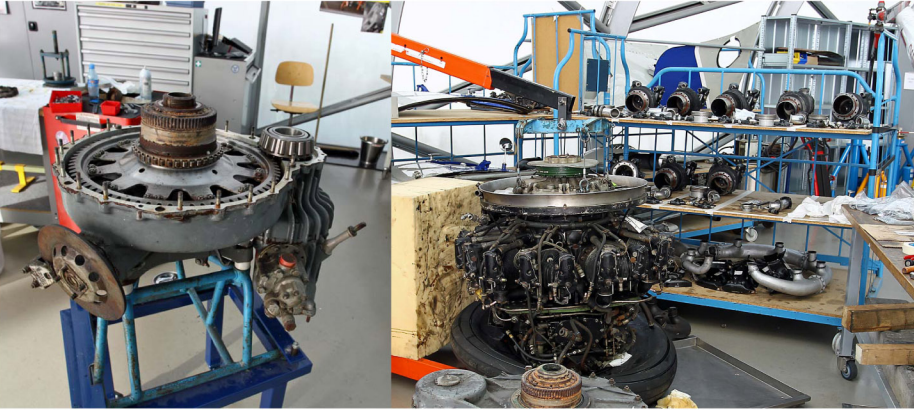
Wolfgang was contacted by Raimund Riedmann, Red Bulls Chief Pilot for Fixed Wing, on September 20th with details about the upcoming Friday's flight. The following is Wolfgang's report of his flight in the Red Bull B-25J.

"I arrived on 21st September about 10 AM, at Hangar 8, which is the maintenance hangar for the Flying Bulls. After a warm welcome I could walk around wherever I wanted and I could watch the engineers and technicians doing their daily task: the maintenance of all the aircraft and helicopters in the Red Bull collection. They need a lot of technical expertise, skill and experience to bring all these jewels into such immaculate conditions.

I was one of the first people to see the newest acquisition of the Flying Bulls in the maintenance hangar: one of the last Bristol Sycamore helicopters surviving worldwide. The Flying Bulls bought this helicopter from a private owner in Switzerland, including twelve Alvis Leonides engines. Yes that's right, twelve engines. The helicopter wears the old paint scheme from the Royal Air Force Air Support Command. However, prior to the RAF livery, the helicopter actually as is a MK52 version belonged to the German Air Force (78+17). The engineers and technicians are working very hard to bring this helicopter back to a flying condition. I'm sure that the project is going to be a great success, because the professional Flying Bulls are at work! Once the helicopter is airworthy it will be the only one of this type.



The cleanliness of the maintenance hangar is very impressive. The aircraft and helicopters in it look like they just left their original factories, perhaps even better, if that is possible, especially with the older aircraft.





Around 11 AM, it was time to get ready for the flight. The ground crew and the technicians brought the B-25J out from hangar 7. A great moment for me: as it finally sunk-in that I will be flying to Ostrava in this shiny B-25. The ground crew prepared the Mitchell for our journey, this took about one and a half hours, which gave me ample time to bring my stuff inside and to take lots of photos of the preparations.

After a short briefing with the pilots, Raimund Riedmann, Hans Pallaske, the two technicians, Don Landl and Thomas Hönegger, it was time to get inside the aircraft. There are two possibilities to get inside the B-25: a ladder in the front and one in the rear section. Since this was a military aircraft it wasn't constructed for passenger transport or for comfort. I went together with the pilots on the front section inside, while the technicians used the ladder in the rear section. After closing the bottom flap I could take a seat on a small seat that covered the front ladder. There is another seat "the engineers/radio-operator/gunner" on the left side behind the pilot's seat. In the rear section are two seats.

The pilots did the pre-flight checks and then they started the Wright R 2600 14 cylinder radial Double Cyclone engines. What a sound! <http://www.flyingbulls.com/#/en/Aircraft/North-American-B-25J-Mitchell/Specifications/>

We're waiting for the correct oil temperature, and then we're ready for takeoff. What a feeling! We're climbing fast into the sunny skies over Salzburg, and I could feel the power of the 14 cylinder radial Double Cyclone engines resonating through the body. We leveled off around 3000ft turned towards our flight path: Upper Austria, to the northern part of Lower Austria and then straight ahead to Ostrava.

It was interesting to note as we flew along our path, we flew over several small local airfields and we received repeated requests for low approaches over these airfields such as "B-25 Mitchell, please make a low approach" the pilots complied several times. Meanwhile, I crawled on my belly to the front nose section, where I had the best view ever on a flight. We did our first low approach at Austrian Air Force base Linz-Hörsching. It was an incredible experience being in the nose section during these low approaches!

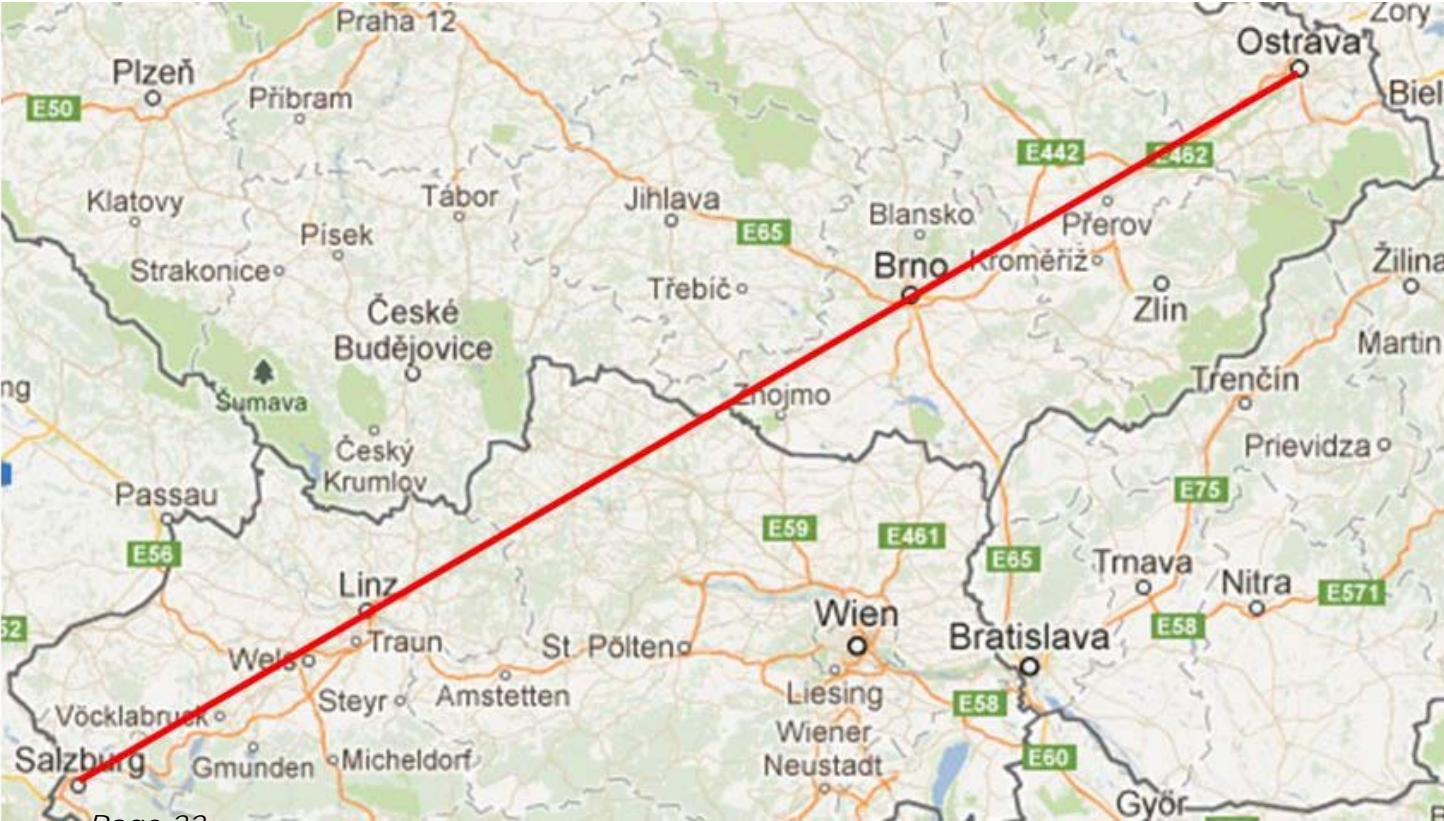
After we left Austria we flew past Brno airport, where we did a low approach also. Straight ahead from Brno to Ostrava was the helicopter base at Přerov, where we did another low approach. Finally we leveled off at 3000 ft over a huge military training area just prior to arriving at Ostrava. Many people around the airport were waiting for the arrival of this legendary aircraft. It was really nice that for the first time I was inside the aircraft and I was not one of the people on the ground waiting for the arrival. I really was inside the aircraft!

Following a smooth landing at Ostrava airport, we could see that many people and crew members were waving to us, and taking our pictures. Thus, I had no picture of the arrival of the B-25, but at this moment I really preferred my situation of being inside of the B-25. After we parked on the tarmac and exited from the B-25, the airport's operational manager greeted us warmly. For me it was time to say good-bye to the crew and go to look for my fellow ASR contributor Peter, and to tell him about my flight.

During the weekend-long air show the visitors, enthusiasts and also all NATO-crews could see the wonderful display from the Flying Bulls B-25J Mitchell. Raimund Riedman and Hans Pallaske did an excellent job. The Red Bull B-25J was the only civil registered aircraft which took part at the flying display for the NATO-Days 2012 in Ostrava.

On Sunday 23rd September evening it was time for me to say good-bye to my colleague and friend Peter, as it was time for my flight back to Salzburg. I met Don Landl and Thomas Hönegger on the hot ramp area, as the B-25 was taxiing back after the end of the display. The crew once again had started to prepare the aircraft for the flight back home. After the B-25 was fueled the crew was ready to board the aircraft. The operational manager from Ostrava airport came out once again to personally offer best wishes for our flight and good-byes, and we boarded the B-25. Engines on, waiting for the correct oil temperature and with the runway lights on we were ready to take off. Meanwhile all visitors had left the airfield, and the only photographers left on the field were the aircrews. The B-52 crew ran to the taxiway to take the last pictures of the B-25 as we're waiting for the permission to take off. What a rush when the B-25 takes off and accelerates on the runway. We climbed up in the sky over Ostrava where we flew directly back home to Austria at a height of around 3000ft. I really enjoyed this flight: with the late evening light in the west, what a view! I will never forget this flight. After a very smooth landing in Salzburg it was time for me to say good-bye to the crew. As I was driving home it finally sunk in that the past weekend was not a dream, but in fact it was reality!

I would like to thank on behalf of ASR the Red Bull organization especially Ms. Sylvie Pichler, Assistant to the General Manager and Flight Operation, the Pilots Raimund Riedmann and Hans Pallaska, the technicians Don Landl and Thomas Hönegger for their hospitality and for making this report possible."



- Over Linz, you can see the river Danube, top.
- Approaching the airport at Ostrava, bottom.





The Red Bull crew at Ostrava (l to r): Thomas Hönegger; Don Landl; Hans Pallaske; Raimund Riedmann, and Wolfgang.



After re-fueling, on the way back to Salzburg.



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ROYAL AIR FORCE Charitable Trust
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UH-1N Iroquois Twin Huey, top.
CH-46 Sea Knight, bottom.



Photography by Joe Osciak



Eurocopter HH-65D Dolphin to the left.
Sikorsky S-76B, middle left.



Bell 47, top
AH-1W SuperCobra, bottom.
Bell CH-146 Griffon to the left.



Autogyro, above.

ROTORFEEST 2012

A HERO'S LEGACY: USS MICHAEL MURPHY (DDG-112) COMMISSIONING

ARTICLE AND PHOTOGRAPHY BY DAN ADAMS



"In his final act of bravery, he continued to engage the enemy until he was mortally wounded, gallantly giving his life for his country and for the cause of freedom."

President George W. Bush – Medal of Honor Citation

Far from the mountains of Afghanistan's Hindu Kush where he died, the memory of US Navy SEAL Michael Murphy was honored in New York City on October 6, 2012 with the commissioning of the US Navy's

newest Arleigh Burke class destroyer carrying his name. Hundreds gathered alongside the destroyer on Manhattan's West Side for an emotional and inspirational ceremony that brought the new destroyer to life as she begins her US Navy career.



It was June 28, 2005 when Lt. Michael P Murphy led his four-man SEAL team to an observation post high in the mountains near Asadabad, Afghanistan. His team was looking for an anti-coalition militia leader in the area. Unfortunately, Murphy's team was soon stumbled upon by local goat herders. After a debate as to whether or not to kill the goat herders to ensure the security of their position, Murphy decided, on moral grounds, to let the men go. Sadly, these men betrayed the SEAL's position to Taliban fighters who soon attacked the four men in force. With his men outgunned and gravely injured, Lt. Murphy made a daring run to open ground, exposing himself to withering enemy fire, to be able to make a satellite call for help. Ultimately, Murphy and two of his men were killed and the fourth, Marcus Lutrell, was able to escape with the help of friendly locals. The tragedy did not end there. In the race to rescue the SEAL team, an MH-47 with 16 men aboard was shot down and all aboard were killed. For his selfless actions during this operation, known as Operation Red Wings, Lt. Murphy was awarded the Medal of Honor.

Born in New York's Long Island, and known by all as "Murph" growing up, he also earned the nickname "Protector" due to his reputation for standing up for those who were in need. Many of the speakers during the commissioning ceremony highlighted Murphy's outstanding personal qualities as they reminded the crew of the high standards to which they would have to live and operate. You can watch a video of the commissioning ceremony by clicking here: <http://youtu.be/5XBBxyFZKkQ>

Speakers included New York City Mayor Michael Bloomberg, Admiral William McRaven of the US Special Operations Command and Senator Charles Schumer (NY). Secretary of the Navy Ray Mabus delivered the keynote address before the assembled crowd. Finally, the ship's Commanding Officer, Commander Tom Shultz, addressed the crowd and his crew. After hoisting the US flag on the ship for the first time and setting the first watch, he called upon the ship's sponsor, Lt. Murphy's mother, Maureen Murphy to "bring the ship to life." With her words "Officers and men of the USS Michael Murphy, man your ship and bring her to life!" the crew ran in unison to board the ship. Streaming up the gangways, they raced to their positions manning the rails. Then, the sirens and horns of the ship sounded as her weapons systems and radars came to life as the USS Michael Murphy (DDG-112) took her place among the US Navy's surface warfare fleet. She will join Destroyer Squadron 31 and be home ported in Hawaii.

In addition to the speakers and the time-honored traditions of the ceremony, three US Navy Leap Frogs parachuted from an SH-60 to bring in the US flag, along with SEAL trident flag and the FDNY flag. Two F/A-18C Hornets from VFA-204 "River Rattlers" flew over as well. Interestingly, as a reserve aggressor squadron, the Hornets were painted in a Russian camouflage pattern.

The emotional and moving ceremony was a fitting tribute to Lt. Murphy's legacy and to those who died during Operation Red Wings. The traditions of the Navy, the spirit and intrepidity of her crew and the leadership of her officers will continue to serve as a living monument to Murph's memory.

ASR Media would like to thank Lt. Callie Ferrari and her entire team at the Navy Office of Information East for their invaluable assistance in making our coverage of this event possible.



CAF MIDLAND AIRSHO

Report and photography by Ricardo von Puttkammer



The 49th Annual CAF AIRSHO was held at the Commemorative Air Force Headquarters in Midland, Texas on October 13 and 14. This is one of the best warbird shows in the world. Beautiful clouds adorned this west Texas skies to make a perfect weekend for an air show.

What is known today as the Commemorative Air Force had its beginnings in 1957 with the purchase of a P-51. Now the organization has more than 9,000 members and operates 156 aircraft distributed to 73 units in 27 states.

20+ year air show veteran performer Jan Collemer, from Dallas, Texas, opened the air display portion of the show in his beautiful Extra 300L. New to the air show circuit, Jarod Flohr, a West Texas Native, from nearby Stanton also flew a Extra 300L. This was his second air show and he delivered a great performance.

Air show Legend Julie Clark flew her stunning T-34 both days, including the evening show on Saturday to the pleasure of the attending public. Fitted with a F-4 Phantom J-79 engine, the Indy Boys Jet School reached speeds upwards of 300mph down the runway spewing long flames and smoke. This is particularly impressive during the evening show. They also brought in their Port-o-Jet, a portable toilet attached to a go cart chassis, powered by Boeing turbine engine from a navy mine sweeper. What a way to go to the bathroom. One comment heard from a visiting media member from Australia was “ only in America”. Matt Younkin demonstrated

to everyone what he could do with his Beech 18 in his show-stopping act. At night he lit up the Midland skies.

The main attraction in Midland is the vast array of warbirds both in the air and on the ground. There were 4 P-51s flying during the show. A rare P-63 also flew. 2 B-25s, a B-17 and the mighty B-29. The Aeroshell Aerobatic Team flew their AT-6 Texans during the main daytime shows and in the evening show. The Tora, Tora, Tora team recreated the attack on Pearl Harbor complete with smoke, fire and explosions. Flying displays from an FG-1D Corsair, SB2C Helldiver and a TBM Avenger represented the Navy. In the trainer category there were T-6s, T-28, PT-19 and PT-26 among others. Some of the liaison aircraft that took to the air were the North American L-17A, Stinson S105 and UC-61.

An A-10 from the A-10 East Demo Team, from Moody AFB, Georgia flew the Heritage flight with a P-51D. It also performed solo, making very low passes in front of the crowd. A highlight of the show was the formation flying of a B-29 and 3 P-51s.

ASR Media would like to thank Karissa Kiesnet, public relations manager , Ralph Royce, the Airboss and Jay Burns for all of their help making this one of the best air shows of the year to cover. This premiere annual warbird show should not be missed.



- B-17 with two B-25 simulating a bombing run, left top.
- Matt Younkin with his Beech 18, left bottom.
- P-51 "Boo-Man-Choo" right top.
- A rare P-63 Kingcobra, right bottom.





- Tora, Tora, Tora as always had a striking show, top.
- FG-1D Corsair flying low in front of the wall of fire, below.



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MCAS MIRAMAR AIR SHOW

REPORT AND PHOTOGRAPHY BY NORMAN A GRAF

MCAS Miramar held its annual Air Show October 12-14, 2012, featuring two jet demonstration teams, full tactical demonstrations from the F/A-18 Super Hornet, AV-8B Harrier II, MV-22 Osprey and the F-22A Raptor, warbirds, several civilian aerobatic performers, multiple parachute teams, and the Marine Air-Ground Task Force assault demonstration (MAGTF). Seven hours of flying each day, a night show on Saturday, and almost a mile of tarmac filled with aircraft on static display made for a very long and busy weekend. This show does not disappoint, which is why well over half a million visitors attend the air show every year.

The layout of the runways (06/24) means that you will be shooting into the sun pretty much all day. This year, for the first time in show history, a small group of media was allowed to photograph the show from the opposite side of the runway. ASR was privileged to be among them, enabling us to provide a view of the show never seen before. The flying schedule was the same each day, with the morning being devoted to civilian acts and the military performing in the afternoon. Sean D. Tucker began the day with a teaser in the Oracle Challenger III to wake up the audience with his incredible manoeuvres and performed his full show later in the afternoon.

The Silver Wings Wingwalking team then slowed things down a bit, with Margaret Stivers performing on the wings of the Stearman piloted by Hartley Folstad. Dan Buchanan followed with his graceful hang glider performance. The B-25N Mitchell "Executive Sweet" then put on a nice demonstration, which was followed by the Navy Trainer Parade, featuring PT-17 Stearmans, PT-22 Recruits, an SNJ, a T-28 Trojan, T-34 Mentors and Greg "Wired" Colyer in his T-33 "Ace Maker." This was followed by two solo trainer demos: the Beechcraft T-6C Texan II, and then John Collver in his AT-6 Texan "War Dog." Mike Wiskus then thrilled the crowds with his high-energy aerobatic maneuvers in the bright red Lucas Oil Pitts S-1 bi-plane. The Red Bull Air Force then took to the skies, with demonstrations by Chuck Aaron in the helicopter, Kirby Chambliss in the Edge 540, and the parachutists in their squirrel suits. Bret Willat then put on an impressive glider display. The Patriots Jet Team ended the morning with their six-ship performance. Their distinctive colored smoke stood out particularly well against the clouds on Friday. The afternoon started off with the Golden Knights and Leap Frogs flying in the colors. Soon the skies were filled with a multitude of aircraft as the MAGTF began. Two KC-130J Hercules tankers passed overhead, the first refueling two pairs of Harriers and Hornets, the next trailing two CH-53s. The Hornets and Harriers then made several high-speed strafing and bombing passes, accompanied by loud and showy pyrotechnics.





The Hueys then appeared, fast-roping Marines to the ground, covered all the while by darting Cobras. Two Ospreys made a high-speed pass, transitioned to hovering flight, then descended to deliver their loads of infantry. They were soon followed by three CH-46E Sea Knights and three CH-53E Super Stallions, one with a Humvee dangling below it. From show right soon appeared an armoured column led by two M1A1 Abrams tanks and followed by several LAV-25s and Humvees. Two final passes by the Hornets and Harriers, each accompanied by a wall of fire, ended the assault demo.

Four full tactical demonstrations by individual aircraft ensued: Maj. “Schadow” Schantz in the USAF F-22 Raptor (followed by the Heritage Flight with Kevin Eldridge flying the P-51D Mustang “Wee Willy II”), LT Jeff “Lou” Findlay of VFA-122 “Flying Eagles” from NAS Lemoore in the Navy F/A-18E Super Hornet, and the Marines of VMM-163 “Evil Eyes” flying the MV-22 Osprey and the AV-8B Harrier II from VMA-516 “Flying Nightmares.” Then it was time for the headline act: the Blue Angels. Fat Albert warmed up the crowd with the usual steep climb-out, several fast passes, and the tactical landing. The Blue Angels put on their full high show, delighting the huge crowds which had by now filled the bleachers and flightline seating areas. After the Blue Angels landed and debriefed, they approached the flight line at show right to sign autographs and interact with their delighted fans. Spectators had about two hours to view the statics or visit some of the many displays before the grounds were cleared on Friday and Sunday or before the action resumed on Saturday. There were enough food and beer stands that lines were never a real issue. In addition to souvenir stands, each of the base units also had booths selling unit memorabilia such as patches and coins. In addition to the usual climbing walls and bounce houses there was a number of carnival amusement rides for the kids.

Saturday’s Night Show featured aerial performances by Sean D. Tucker, Bret Willat, Steve Stavrakakis in his Romanian IAR and Dan Buchanan. The Golden Knights flew in the flag at sunset as two Marine buglers played Taps. After darkness fell, an F/A-18 took off with full military power and performed a number of afterburner passes. The night show ended with a fireworks display and the Great Wall of Fire. What a way to end an incredible day!

The media coverage of this airshow is phenomenal, with Marines providing real-time video streams, uploads to DVIDS and posts to Twitter and Facebook. Maj. Carl Redding, Public Affairs Director, has made amazing things happen, and we would like to sincerely thank him and all the members of his team for a fantastic and memorable experience covering the Air Show. In particular, we would like to thank Cpl. Posy for his tireless efforts arranging and organizing media access, especially Saturday’s trip to the other side of the runway. Thursday was a dedicated Media Day, with photographers and reporters invited to ride with performers and interview pilots and ground crews. Over 50 rides were arranged for both media and Marines. Finally, we would like to thank all the Marines, volunteers and performers at MCAS Miramar for making this Air Show such a success.



 **MCAS Miramar
Thanks You For
Attending.**

 **MCAS Miramar
AirShow**

Wings Over Houston Air Show

Report and photography by Norman A Graf





The 28th Annual Wings Over Houston Air Show was held October 27-28, 2012 under clear skies and with cool temperatures at Ellington Field in Houston, Texas. Presented by the Ghost Squadron of the Commemorative Air Force's Houston Wing, the Gulf Coast Wing and Tora!Tora!Tora!, this world-class event highlights military aviation both past and present and benefits charitable and non-profit organizations throughout the city. With a very large number of warbirds (including several rare models) flying, the Tora! Tora! Tora! Pearl Harbor re-enactment, two thrilling aerobatic performances, the Osprey and Raptor tactical demos, the ANG jet truck and the Blue Angels, there was something for everybody.

The gates opened promptly at 0800. With close-in parking and efficient security and ticketing at the gates, getting to the flight-line quickly to secure a spot along the fence was a breeze. There was a large number of aircraft on static display, with the warbird display at the far left of the showline. This area also served as the hot ramp, so was closed off before flying began, opening up later in the afternoon on Saturday. Getting to see all the aircraft, vendors and display booths before the flying began was a challenge. The RE/MAX Parachute jumpers flew in the flag to start the show at 10:30, followed by a very impressive tactical demo by the MV-22 of VMM-166 "SeaElk". There was another Osprey on static, attracting long lines of visitors throughout the day. A formation flight of B-25, F4U, P-40, F4F, two Mustangs and a Zero gave a taste of things to come. The A6M2 Zero then put on a very impressive solo aerobatic display, showing how nimble and maneuverable this fighter is. A mock attack on the Mitchell put both of the aircraft through their paces, with the bomber desperately trying to evade the attacking fighter and the Zero going inverted to get the shot. The seven aircraft then made numerous passes, both singly and in formations. This part of the show ended with a solo aerobatic performance by the F7F Tigercat.

The air-raid sirens began to wail as the sky filled with the multitude of Japanese aircraft recreating the attack on Pearl Harbor which launched the US into the Second World War. Soon explosions began to rock the infield with plumes of smoke and fire and fighter and torpedo bombers zoomed in from all directions in a carefully choreographed act.

Then came the part of the show which warbird aficionados from all over the world come to Houston to see: the American Airpower Heritage Demo. This year's flying extravaganza was composed of four parts: Doolittle's Raid, America Trains for War, European Theater, and Naval Aviation / Pacific Theater. The first, featuring three Mitchell bombers (two B-25Js and one rare Marine PBJ) commemorated the 70th anniversary of the Doolittle raid on Tokyo. Then twenty trainers filled the skies and made numerous passes ([see our online review](#)). The diversity of the types and markings was truly amazing and the organizers are to be commended for assembling such a broad collection and putting them on display. The European Theater display featured a similarly broad selection of fighters and bombers: a B-17 and the three Mitchells were joined by the usual Mustangs, Warhawk and Thunderbolt but also such rare types as the P-63 King Cobra and A-26 Invader. And finally the Naval aircraft put on a fine display. The PBJ remained in the air, joined by no less than seven fighters: three Bearcats, two Corsairs, the Wildcat and the Tigercat. It was a real treat to see both of the Navy's dive-bombers in the air at the same time: the SBD Dauntless and the SB2C Helldiver which replaced it. An A-1 Skyraider rounded out the field in its ground attack role.



Sean D. Tucker then thrilled the crowds with his amazing aerobatic performance, followed by the RE/MAX parachute team gliding in their squirrel suits before popping their chutes and landing right at show center. David Martin later performed in the Breitling CAP 232.

A QF-4E Phantom II from Holloman AFB made three very nice passes before the F-22 Raptor took to the skies. Maj. Henry “Schadow” Schantz really wowed the crowd with his full tactical demonstration. The rare four-ship Heritage Flight featured the Raptor and the Phantom together with the P-51 Mustang “Galveston Gal” and the brightly coloured P-47 Thunderbolt “Tarheel Hal.”

And then it was time for the headline act, the Blue Angels. Fat Albert, the C-130 support aircraft, started off the show with a 45 degree tactical takeoff, followed by several high speed passes and 60 degree banking turns before ending with a tactical steep-descent landing. With clear skies and unlimited visibility, the Blue Angels were able to put on their full high show. After landing they came to the showline to sign autographs and answer questions from their many fans. The grounds remained open until 6PM, giving attendees more time to view the multitude of aircraft on static display or to visit any of the vendor or exhibitor booths.

Attendance was estimated at 100,000. There were sufficient food booths and bathroom facilities distributed throughout the air show grounds that lines were not an issue, and prices were reasonable. Chalets with premium seating and catered food and drinks were also available. Photographers had the option of purchasing a Sunrise Photo Tour Pass or Photo Pit Pass to gain either early access or elevated risers, tent area, drinking water, and restrooms in a chalet area. The viewing area is west of the 17/35 runway, meaning that the afternoon sun is behind you, making for perfect conditions for photographers. The action, especially taxiing, takes place quite close to the audience; a 300mm lens is sufficient to capture all but the smaller aerobatic planes in detail.

Ralph Royce and Rob Reider formed the perfect team of Air Boss and Announcer. Kudos to Ralph for keeping the show right on schedule with so many, and so many different, aircraft in the air at the same time.

ASR Media would like to thank Scott Tims for arranging the media opportunities and for making the air show itself such an enjoyable experience. This premier air show should be on the must-see list for warbird enthusiasts and general air show fans alike. See you in Houston in 2013!





GIFU AB Open Day

Report and photography by Takeshi Shinoda



The annual open house and air show at Gifu Air Base, a Japan Air Self Defense Force (JASDF) facility 35 km north of Nagoya was held on 28th Oct. 2012. The base is famous for the development of aircraft and weapon systems by Kawasaki Heavy Industries who are located on the base. Kawasaki Heavy Industries has been manufacturing and testing military aircraft at this site since before WWII. This year was the 50th anniversary of the base.

Prior to the open day, there is an unofficial rehearsal day on 25th October 2012, not open to the public, however ASR Media LLC, gained access to take images. We were located as part of the media at the end of runway, we had a clear view for all the landings during this sunny day.

On the open day at Gifu AB, the weather was not that great; in fact it rained heavily causing bad visibility. More than 50,000 people came despite the weather. However, only a reduced program was performed for the spectators due to the rain.

ASR Media wants to recognize and thank Public Affairs Officers: Mrs. Terashima and Mrs. Maeda, at Gifu AB for their help and arrangements.



- C-1, T-4, F-4EJ, F-2B and T-4, far left.
- OH-1, top middle.
- T-4, top right.
- Boeing KC-767 with an F-15 doing a fuel demo, above.
- F-2B. Bottom right.





- Mitsubishi F-15J taking off.
- Kawasaki C-2 prototype in the background
- C-46 Commando, lower left.
- F-104J Starfighter lower middle.
- Mitsubishi F-1 CCV, test aircraft with canard wings, lower right.



Blue Angels Homecoming Air Show

PENSACOLA NAVAL AIR STATION, FLORIDA Report & photography by Ricardo von Puttkammer



The final performance of the year by the Navy Blue Angels was held on November 2, and 3 at Naval Air Station Pensacola in Florida. After 69 shows, starting in March, they came home before flying west to Naval Air Facility El Centro for the winter months where they will prepare for the 2013 season. This was also the last show for the Boss, Capt. Greg McWherter flying the number 1 aircraft. On Sunday, The Museum of Naval Aviation held the Change of Command Ceremony of the Blue Angels, the new Boss is Cmdr. Thomas Frosch.

Unlike most other air shows, this one was held on Friday and Saturday. The gates opened both days at 0800 to the public, bringing 50,000 on Friday and 112,000 on Saturday. Under beautiful Pensacola skies the show started with a parade of modern trainers. The Navy was represented by T-6A, T-39 and T-45 while the Air Force had its T-1A and T-6A flying. Next came Otto, the Helicopter a Schweizer 300C flown by Roger Buis in a routine loved by young and old. Two Boeing Stearmans, a PT-17 and an N2S, flying in formation representing an early era of flight training, followed Otto.

Bill Leff, with more than 20,000 hours in the air, flew his T-6, leaving trails of white smoke in the blue skies. We had the pleasure to see Jan Collmer flying his Extra 300L, in the same great performance as in Midland Texas two weeks earlier. Lt. Col. John Klatt took to the air in his Air National Guard MXS aircraft. Mike Rambo flew the Beechcraft T-6C demonstrator. The T-6 is now flying with the US Air Force, US Navy, and the air forces of Israel, Greece and Iraq. It is also the primary trainer of the NATO Flying Training Canada Program.

It was time for the opening ceremonies, with the traditional flag drop and singing of the National Anthem. A member of the Emerald Coast Skydiving Team jumped with the flag while David Martin circled the jumper in his Breitling CAP 232. The Navy flew the F-18F Super Hornet next. The US Air Force Heritage Flight was flown by Lee Lauderback in the TF-51D Crazy Horse 2 and F-16C.

Special Operations Commando Parachute Team, the Black Daggers jumped from a Rhode Island Air National Guard C-130.

The US Marines flew one of their MV-22 Osprey followed by Team RV and Chuck Aaron's specially modified Red Bull BO-105.

The final act of the show was the Blue Angels, with their C-130T Fat Albert demo routine just prior to the F-18s taking to the air.

There were a few aircraft missing from the show this year since some of them could not make it to Pensacola due to hurricane Sandy, which hit the US east coast very hard just a few days before the show was to start. This is also the reason why ASR could cover just the Saturday show since many flights had been cancelled during the week. The Friday show included evening flying displays by some of the performers including Bill Leff.

ASR Media would like to thank Patrick J. Nichols and Harry C. White from Public Affairs Office for their assistance.

- The ANG Team, on the center of the page.
- Navy N2S, top right.
- Bill Leff and his T-6, bottom right.





- The Heritage Flight with the F-16 and the P-51D Mustang, above.
- The Navy's F/A-18F Super Hornet pulling vapour, below.



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AVIATION NATION AIR SHOW

REPORT BY NORMAN A GRAF WITH PHOTOGRAPHY AS NOTED

The 2012 Nellis AFB Open House took place over Veteran's Day weekend. Celebrating 71 years of airpower in Las Vegas, the show featured the full spectrum of the Air Force's military aircraft: trainer, attack, fighter, cargo, bomber, reconnaissance, electronic warfare, drone. You name it, it was there. With the cutbacks in Air Combat Command's support for the Tactical Demonstration Teams this year it was one of the few air shows in the US where one could experience the raw power of modern combat jets in action. It also had warbirds and civilian aerobatic acts, providing something of interest to just about every air show enthusiast. It marked the end of the season for the Thunderbirds and was also the final flight of the F-22 Raptor Demo Team pilot.

Access to the air show is via bus shuttle from the parking lots of the Las Vegas Motor Speedway. It pays to get there early, since although the gates don't open until 0900, air show enthusiasts, especially photographers, start lining up much earlier than that. Security checks are conducted at the parking lot so once you disembark at the flightline you are free to set up your chairs along more than a mile of open flightline. Then it's a mad scramble to try to view the hundred or so aircraft and vehicles on static display. The air show began at 10:30 with the USAF Academy's Wings of Blue Parachute Team flying in the colors: one jumper trailing the flags of the five armed services, another the US flag. The flying began with a re-enactment of a Korean War air battle featuring an AT-6, two Mustangs, a Bearcat, a Yak-9 and a T-33 jet. All made several passes, often low and accompanied by pyrotechnics on the field. Following this skirmish, Greg "Wired" Colyer flew his aerobatic routine showing off the Shooting Star's capabilities. The Desert Rats then flew a series of maneuvers in their four Nanchang CJ-6s, gracefully changing formation on each pass. Clay Lacy put on a nice show in his Learjet and Chuck Coleman finished up the solo aerobatic segment with a very dynamic presentation in his Extra 300.

The Horsemen began over a decade ago as the world's only P-51 Mustang formation aerobatic team. Since that time, the team has added other aircraft to its repertoire, including F8F Bearcats, F4U Corsairs, and P-38 Lightnings. At this show they flew three silver and yellow F-86 Sabres in very close formation through a series of loops and rolls. Steve Hinton flew lead, with Dan Friedkin and Ed Shipley seemingly glued to his wings in a demonstration of precision flying worthy of the Thunderbirds or Blue Angels.



The military portion of the air show began with a Missouri Air Guard C-130 Hercules dropping parachutists from the 820th Rapid Engineer Deployable Heavy Operational Repair Squadron Engineers (RED HORSE) squadron, which provides air-mobile construction and repair capabilities. Their ground equipment was also on static display. A B-1B Lancer from Dyess AFB then took off and performed several passes demonstrating its swing-wing geometry, its final high-speed flyby accompanied by a massive wall of fire.



As soon as it landed, the airfield came under attack from a pair of F-16s in distinctive Aggressor camouflage. Two F-15C Eagles immediately scrambled with full afterburners and soon the fight was on. The aircraft banked and turned tightly and dispensed flares as a missile counter-measure in a dynamic demonstration of air-to-air combat. The aircraft and crews are from the 57th Wing, the most diverse wing in the Air Force, and is a part of the U.S. Air Force Warfare Center which is based at Nellis AFB, "Home of the Fighter Pilot." Training for such advanced air combat is their primary mission. An equally impressive demonstration of the Air Force's air-to-ground attack capabilities was put on by pairs of Thunderbolt IIs, Fighting Falcons and Strike Eagles. The A-10s started the action with low strafing runs, closely followed by bomb and missile-laden F-16Cs and F-15Es. The infield between the runways erupted in flame and smoke from the pyrotechnics, and the aircraft once again dispensed large numbers of flares at both ends of the runways. Finally, all ten aircraft passed by in review, peeling off at show center to land.

This was to be Maj. Henry "Schadow" Schantz's last US air show as the F-22 Raptor demonstration pilot and he pulled out all the stops. He seemed to keep the aircraft in afterburner during the whole show, even during the tail slide and flat spin. His final pass was fast, low and incredibly noisy. He then joined up with the waiting P-51D Mustang "Wee Willy II" and two of the F-86 Sabres for the Heritage Flight. The three passes by the four aircraft flying in close formation was a stirring sight. After Sunday's final flight, Maj Schantz was doused by his wife and children with a fire engine water hose, and by his teammates with bottles of sparkling (non-alcoholic) wine. And then it was time for the headline act, the final show of the season for the Thunderbirds. It was also the final flight as demonstration pilots for #2 Captain Ryan Riley, #4 Major Nicholas Holmes and #5 Major J.R. Williams. The bright blue desert skies and the rugged face of Sunrise Mountain formed the perfect backdrop to their precision manoeuvres. The sun had already begun to dip below the horizon as the pilots landed: a perfect ending to a great Veteran's Day weekend and a fitting end to the 2012 air show season.

Attendance was estimated at just over 100,000 for both days. This is somewhat lower than in recent years, perhaps due to the high winds, grey clouds and threat of storms on Saturday, and the unseasonably cold temperatures with highs only in the low 50s. But Sunday dawned with severe clear conditions which persisted throughout the day. There were sufficient food booths and bathroom facilities distributed throughout the air show grounds that lines were not an issue, and prices were reasonable. Free water was available from military water trailers. There were no chalets or premium seating for the general public, but several bleachers were provided at show center. A large kid's zone was located just inside the entrance area. Premiering at this show was the Air Force's new mobile F-22 flight simulator featuring imagery shot at Nellis. The viewing area is west of the double 03/21 runways, meaning that the afternoon sun is over your right shoulder. Show right, with the best lighting, is also closest to the hot ramp. Since much of the air-to-air demonstration takes place at the north end of the base it's a good idea to attend both days and sample the action from various vantage points. Taxiing takes place quite close to the audience, with aircraft utilizing both near and far runways for takeoffs and landings. A zoom lens is therefore the best choice unless shooting with multiple cameras. The narration of Gordon Bowman-Jones is not to everyone's taste, but his shtick seemed fitting for Vegas.

ASR Media would like to thank the Nellis AFB Public Affairs Office for their assistance, in particular A1C Young for coordinating the media access and Master Sgt. Miller whose dedication and hard work got us our photos and interviews.





The BEST of 2012



Despite the tough economic situation worldwide that resulted in a number of air shows being cancelled or changed to a biennial event from an annual one, we were fortunate to attend 62+ very different air shows and aviation events this season.

To pick the BEST air show for ASR, was not a simple decision to make. All of our contributors had different favorites, and all their ratings and input had to be taken into consideration.

Our process of elimination started off with shows with bad weather, and in 2012 there were quite a lot of them. While this is not the organizer's fault, watching an air show in the rain or under grey skies is less than ideal for any spectator, including us at ASR. Next, we eliminated shows over the water and without a static portion of the show, because that is an important part of an air show. What was left was split into two major segments: Military and Civilian. It would be very unfair to compare air shows which are hosted by the military at an air base due to the fact they have more assets not necessarily in aircraft availability, or budgets but certainly available manpower and stronger organization structure, against a civilian hosted air show manned by usually all volunteers. Thus, with regret all the military shows, such as RIAT at Fairford, UK, Miramar in the USA and NATO Days in Ostrava Czech Republic were eliminated. The rest of the field was narrowed down to three: Hamilton, Chino and Houston.

In our opinion Hamilton Air Show was the best Canadian one. Chino in California had a great amount and variety of warbirds, and we like warbirds, with lots of flying all day long. However, the best all-around show goes to Houston this year because of the MV-22 and F-22 military tactical demos, the Blue Angels and the large number of modern military aircraft on static display. That, plus the warbirds and the aerobatic acts (and even a jet truck) made as well-rounded an air show as anyone could ask for. And the weather was spectacular.

In conclusion :

- Houston, was the BEST over all air show.
- Hamilton, was the BEST Canadian air show.
- Airpower Over the Midwest Air Show held at Scott AFB, Illinois, the most welcoming one to ASR. Media LLC.



Silver Bird over Oceana

by Dan Adams with photography as noted

There's something magical about watching a warbird fly. The history, sacrifice and elegance they represent are easy to appreciate. Watching the glint of the sun on the polished fuselage, hearing the engine's groan and admiring the authentic markings – they are unique in their ability to transport us back in time. But there is one thing that surpasses the emotional surge of seeing a warbird fly – actually flying in one. My ASR colleague, Norman Graf, and I had the honor of flying in Hal Ewing's beautiful C-45F Expeditor at this year's NAS Oceana Air Show.

The C-45F is the military version of the Beechcraft Model 18, also known as the "Twin Beech." First flown in 1937, over 9,000 were built in over 32 variations. Flown during World War Two by the US Army Air Forces as the C-45 Expeditor, the AT-7 Navigator and the AT-11 Kansan and by the US Navy as the UC-45J (Navigator) and SNB-1 (Kansan). The Navigator version was (naturally) used to train navigators and the Kansan was modified to be a bombing and gunnery trainer. Some C-45s were provided to British and Canadian forces as well.

In the early morning sunlight, our C-45F ("CC-696") sat on the hot ramp at NAS Oceana awaiting our arrival. Looking exactly as it did when it left the factory in 1945, the Expeditor is an elegant looking aircraft from the tip of its nose to its twin tail. CC-696's military career saw it used by all services which is why it only has national insignia markings and not the markings of any particular branch. Outfitted as a utility transport, CC-696 has room for 5 in the cabin. CC-696's post-war career saw it used as a corporate transport and the interior had been outfitted accordingly with leather-trimmed seating.

Owner Hal Ewing prepared the aircraft for flight while Captain William Doty briefed us for the flight that would take us over Virginia Beach. Finally ready to go and settled into our seats, the engines roared to life and we taxied to the runway. With conventional "tail-dragger" landing gear, the C-45F's pilots need to continuously swing the aircraft side to side in order to get a look at where the plane is headed. Finally, the engines were set to full power and we smoothly accelerated down the runway.

For video highlights of the flight, please click here <http://youtu.be/QWixKPMdMzM>

Lifting off into the skies above Virginia Beach, the C-45 provided a smooth and comfortable ride. We cruised above the beach for a time before swinging back over land and heading back toward NAS Oceana. Although the ride had been leisurely to that point, the approach toward the base for our landing break was anything but. Picking up speed and reducing altitude until we were just off the ground, we accelerated across the runway as the air show crowd line and static displays sped by in a blur outside the window. As we approached the end of the runway, we pulled up into our landing break and experienced a few Gs as we sank back into our seats. After getting a perfect overview of the air show during the bank, we turned back for a smooth landing.

Although the experience was over, as with any opportunity like this, the memory of flight will stay with us forever. We are incredibly thankful to owner Hal Ewing for allowing us the pleasure of flying in his beautiful aircraft, and to Captain William Doty. We are also appreciative of Public Affairs Officer Kelley Stirling's invaluable assistance during the show.



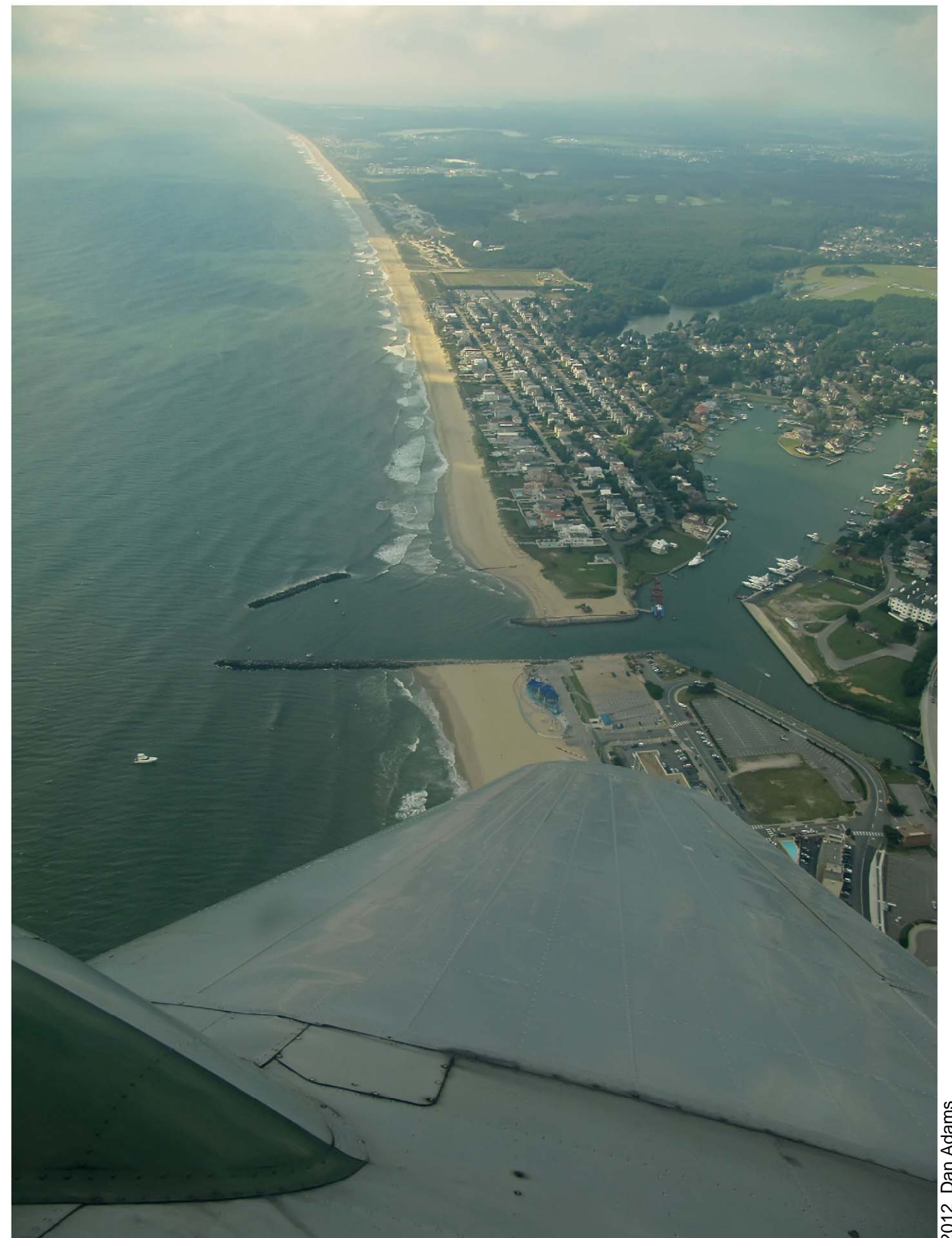
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- The business end of the C-45, above.
- Enjoying the ride Norman (left) and Dan (right) in the middle.
- Hal Ewing, William Doty, and Sandy Doty, left to right on the bottom.
- Virginia Beach from the C-45 on the right.



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Skip Stewart

Article and photography by Stefan Seville

I met Skip Stewart for the first time at the NAS Jacksonville Air Show in November of 2011 while doing a video project for Middle Georgia College's aeronautics classes. He kindly agreed to let me attach two GoPro cameras to his highly self modified Pitts S2-S (named Prometheus) and accompany his crew out to the runway for his ribbon cut maneuvers. There really is nothing like having a biplane fly by you, pushing 200 miles per hour merely one foot off the ground.

From Skip's website (skipstewartairshows.com), regarding Skip's Pitts 'Prometheus': With a climb rate of 4000FPM, max speed of 197MPH, stall speed of 58MPH, empty weight of 1146LBS and range of 405 miles, this is an all-muscle biplane. Starting life as a Pitts S-2S, Prometheus was modified to give Skip the airshow machine he wanted. This flying machine looks like a good old American Hot Rod. The horsepower was increased to 400, the big three bladed prop reminds you of oversized racing slicks, the rear canted landing gear makes it look fast sitting on the ground, and the paint job yells "Street Rod".

Skip has amassed over eight thousand hours in everything from his Cessna 150 to the 727s he captains for FedEx, and has been flying aerobatic competitions and air shows for over ten years. He, his wife Christina and their daughter Aliana live near Memphis, TN.

After the Jacksonville show, I found Skip's air show performer profile on Facebook and stayed in touch with him on the page. Over the past summer, he announced his annual hangar party for a weekend in September. My uncle and I flew to the Millington airport for a day of barbecue, flying stories and aerobatics. Skip and some RC pilots flew a 40% scale model of his air show plane and a few radio controlled helicopters in the field behind his hangar before Skip hopped in his Cessna 152 and gave a few rides to some thrilled youngsters. Upon his return he switched to his fiery Pitts and performed a short aerobatic routine for the crowd. At that point we had organized a photo flight, using his 152 as the platform. Jack Estes, a local CFI took the lead for the flight while I sat in the right seat of the Cessna with the window open. Skip and his air show crew chief Dave Robinson (in a Pitts Model 12) formed up with us just as the golden hour of sunlight began. We made several wide circles around and over the airport until Skip was low on fuel, at which point he, then Dave, then Jack and I landed on runway 22.

Many thanks to Skip, Jack, Dave, Rafael Garcia, and everyone else who made this photo shoot possible.

OUR ICAS 2012 VISIT

PARIS LAS VEGAS HOTEL DECEMBER 10-13
Article and photography by the Editor

Our inaugural visit to the ICAS convention was an interesting experience for ASR Media. Our visit will most likely not be our last to this convention held annually in December, at the end of air show season, in Las Vegas.

We met some of our friends from the air show circuit: performers, military pilots, media and event organizers such as Jacquie Warda, Joe "Rifle" Shetterly, Melissa and Rex Pemberton, Scott "Scooter" Yoak, Theresa R. Eaman with Robert Yanacsek, Maj. Dylan "HABU" Thorpe, Guy Eoff, Hugh Shields, and the list goes on and on. We also met many of the performers whose images we took over the years and featured in The Magazine, and on our website, but we never had a chance to talk to in person, for some reason or another.

The convention has a very busy time schedule with several sessions going on at the same time. Some of them are free and for some one has to pay extra to get in. It is an excellent place to learn about air shows and about organizing one, but for us, as we are not an event organizer, the most interesting area was the socializing and networking aspect, and there were plenty of opportunities. Ralph Royce, a well-known Air Boss of AirPros, a member of the ICAS Board of Directors and a longtime friend of ours, introduced us to several key people, and hopefully these introductions will pan out in 2013 for us in a positive way.

Overall the ICAS convention was very well organized, and it ran well as a professional convention should, but we also noticed some minor occurrences that could have been handled better, namely Wednesday's Luncheon, the Talent Night, and Thursday's Banquet. All of them were held on a first come/first served basis, and it was hard to find a seat at a table, especially at the luncheon and at the banquet. It seemed that there were more people than spots available at the tables! For the Thursday's Banquet, people lined up early by the doors in a roped off area, but as soon as the doors opened, everybody just made a mad dash towards the doors, many taking the roped off areas down and jumped the queue. For all occasions it was a cash bar, with several locations in the hall during the events but for the Talent Night there was only one cash bar available resulting in long line ups.

The Talent Night was a blast especially the performance by Capt. Scott Greenfield, Snowbird #10, Theresa R. Eaman and Brandon Howard and The T-birds. We have additional photos of the event on our Facebook page. To see them visit us on Facebook at this link: <http://www.facebook.com/pages/The-Magazine-by-AirShowsReviewcom/178292701241?ref=hl>

By any measure it was also quite an expensive trip for the two of us, Ricardo and me, to attend from Sunday to Thursday night, but when taking everything into consideration it was well worth it!

On the opposite page are some of our friends, left to right from the top: Scott "Scooter" Yoak, Jacquie B, Lt. Col. John Klatt, Maj. Dylan "HABU" Thorpe, Tora Tora Tora guys, Guy Eoff, Melissa and Rex Pemberton and Joe "Rifle" Shetterly.



The Magazine

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