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December 2013 ♦ January 2014
Volume 5, Issue 1

The Magazine



- ✈ RIAT 2013
- ✈ Kecskemét International Air Show, Hungary
- ✈ Thunder Over Michigan
- ✈ 100 Jahre Marineflieger, Nordholz, Germany
- ✈ Honoring the Return of Two Fallen Heroes
- ✈ And so much more...





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The Magazine
December 2013 - January 2014 Volume 5, Issue 1

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Index page: A-4B Skyhawk at Thunder Over Michigan, photo by Ricardo von Puttkammer



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From the Editor: Behind the lens and to the point...

Welcome to our environmentally friendly December 2013 – January 2014 issue of *The Magazine*.

The 2013 sequestered North American air show season is now over. For the air shows which were not cancelled it was a real challenge to attract patrons due to the lack of US Military participation, which has affected air shows not just in the USA but in Canada as well as worldwide. Consequently the over all visitor numbers have been down as much as 50% from the previous year at many events. Several major air shows went under and will not continue for 2014. Some will switch to a fly-in type of event, and to R-C exhibitions. Which of course will draw even less people.

One of the major disappointments for many, apart from the decision of the DOD to cancel Military participation due to sequestration was the last minute cancelation of the Miramar Air Show, in San Diego. The Base officials had insisted that the Miramar show would continue with civilian planes and pilots and with "static displays" on the ground of Marine fixed-wing and rotary aircraft. Marines would also be at ready to explain the aircraft to air show visitors.

At the moment the situation for the 2014 season looks promising. There will be some US Military participation at air shows but only at 45% of its pre-sequester levels. Meaning that the USN Blue Angels, Leap Frogs and the USAF Thunderbirds will perform in some capacity, and maybe the F-22 and A-10 will be back too!



MERRY CHRISTMAS AND A HAPPY NEW YEAR!
FROM ALL THE STAFF OF
The Magazine

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ORLANDO B-52 MEMORIAL B-PARK L

Orlando International Airport

THIS PARK IS DEDICATED TO THE MEN AND WOMEN OF THE 306th BOMB WING AND THE CITIZENS OF THE ORLANDO AREA IN MEMORY OF THE LONG-STANDING, CLOSE RELATIONSHIP WHICH EXISTED BETWEEN THE MEMBERS OF THE USAF STRATEGIC AIR COMMAND AND THIS COMMUNITY BETWEEN 1957 and 1974

SPECIFICALLY RECOGNIZED ARE THE FOLLOWING FOR LEADERSHIP IN MAKING THIS POSSIBLE

Bill Frederick, Mayor
City of Orlando

Carl T. Langford, Mayor Emeritus
(Mayor, City of Orlando)
1966-1980

Bruce K. Holloway, General, USAF (Ret.)
Commanding General, SAC
1968-1972

Jack Gillooly, Executive Director, GOAA
Norman J. Glass, Asst. Exec. Dir. Eng. & Planning, GOAA

Dedicated this 17th day of April, 1985



There are many well-known aviation sites in the Central Florida area: Kennedy Space Center, the Valiant Air Command Warbird Museum and Kermit Weeks' Fantasy of Flight to name a few. There is one often-overlooked stop you should make when in the area, and it is a hidden gem on the outskirts of Orlando International Airport. It's easy to miss the giant Boeing B-52 Stratofortress tucked in a corner near the cargo area of the airport – but it's certainly worth finding.

I recall being on my way back to the airport from a trip to Kennedy Space Center years ago and while negotiating the last exit toward the terminal, out of the corner of my eye I saw a huge shape looming. I immediately recognized it as a B-52 but couldn't stop to investigate because I had to make my flight. Years later on another visit to the area I was determined to find the BUFF and get a closer look.

The City of Orlando shares a special past with the US Air Force and the B-52 in particular. From 1945-1975 McCoy Air Force Base, a Strategic Air Command installation, was at the forefront of bomber operations for Vietnam and the Cold War. In honor of the crews and aircraft of the 306th Bomb Wing that flew from the area, the city established B-52 Memorial Park in 1985. The park is centered around a B-52D (serial number 56-0687) that flew for 28 years before being retired in 1984.

The setting allows visitors to get right up to the aircraft and a raised platform in front of the bomber allows for a unique view. The park is open from 9AM to sunset and is free to visit. Be sure to check it out the next time you are traveling through Orlando and you will not be disappointed.

Article and photography by Dan Adams.



Fine-Art Aviation Photography by Jeff Stephenson



The B-52 at the Memorial Park located near Orlando International Airport, Florida.



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RIAT 2013

Report by the ASR Team with photography as noted

The 2013 Royal International Air Tattoo (RIAT) in Fairford, United Kingdom, is the biggest military air show in the world. Organizers, especially private organizers, are being very creative with air shows, because many nations are managing their military budgets more closely. The 2013 Royal International Air Tattoo air show, was their first air show in history without US participation due to the United States' sequestration program.

Enthusiasts from all over the world anticipate with keen interest just who will attend the Air Tattoo, as it excels in the almost non-stop flying displays. Organizers were delighted to report the show was sold-out for Saturday and Sunday. This year, approximately 130,000 visitors were rewarded with breath-taking aerobatic and static displays with a variety of aircraft; fast jets, aerial refuelers, transport aircraft, helicopters vintage warbirds and even some exotics rarely seen. An Estonian Air Force, L39 Albatros made its Air Tattoo debut in the flying display.

Approximately 19 countries with about 230 aircraft were at the event, either flying or in the static display area. Also in attendance were 30 overseas Air Chiefs and 49 senior UK military representatives.

The line-up of aircraft was outstanding! There were two classic Air Tattoo set-pieces portraying the 'Best of British.' On Saturday, the RAF Red Arrows flew with the British Airways Airbus A380, and then Sunday, the Airbus Military A400M Atlas. The Airbus 380 was the first that were delivered to British Airways. Where, other than the Royal International Air Tattoo air show, could you see flying formations like this in the world?



British Airways Airbus A380 with the RAF Red Arrows

©2013 Peter Thivessen



Airbus Military A400M Atlas with the RAF Red Arrows

©2013 Wolfgang Jarisch

In 2013, the Royal Air Force celebrated the 70th anniversary of the Dambuster raid. During WWII, aircraft from the 617 Squadron, flew special missions against the German dams located in the Ruhr Valley. Of the 133 airmen who took part, 53 were killed. On the ground, more than 1,300 people were killed when the bombs hit the German dams and flooded the Ruhr valley. A flypast was held at the RIAT to mark the anniversary of the mission, consisting of the Lancaster that was escorted by a Spitfire and a Hurricane from the Battle of Britain Memorial Flight. After the two escorts banked off, the Lancaster was joined by a GR4 Tornado jet, flown by the current 617 "Dambusters" Squadron, RAF Lossimoth.

For Vintage Aircraft, a Hawker Sea Fury T20, Boeing B-17G Flying Fortress, Corsair and a B-25 Mitchell from the Flying Bulls, completed the flying display. The Historic Jet age were represented by a Gloster Meteor T7, Folland Gnat T1, Gloster Meteor NF 11, a Jet Provost T.5, and the world's only flying English Electric Canberra PR9, which, after many years' restoration returned it to being airworthy.

For the aircraft enthusiast it was nirvana to see all the flying and static aircraft at RIAT 2013. Some of the rarities included the Antonov An-2 from the Estonian Air Force, which is truly a rare aircraft.

The French Army Aviation brought a SA 342M Gazelle and a Eurocopter AS 332C Super Puma. The French Air Force brought (2) Dassault Mirage F1CRs; one with a special paint scheme from ER 02.33, "Savoie," into the static area. The helicopters and the Mirage F1's should be retired next year. A Vickers VC-10K3 was on site from the RAF and they also flew a Lockheed Tristar. Both will also be retired next year. The RAF displayed their new transport/tanker, the brand new Airbus A-330 Voyager. From Germany, the Luftwaffe brought a pair of Panavia Tornado ECRs; one was the Arctic Tiger from this year NATO's Tiger Meet in Orland/Norway, and an Airbus A-310MRTT. The German Navy sent a Sea King MK41 and a specially painted Lockheed P-3C Orion from MFG 3 in Nordholz which celebrates 100 years naval aviation in Germany.

For exotic aircraft there were (2) reconnaissance aircraft: one from the Greek Air Force, an Embraer EMB-145 AEW&C, 380 Mira and one from the Brazilian Air Force, an Embraer 145RS/R-99B 2/6 GA. Also an unusual visitor in Europe was from the Royal Air Force of Oman, a Gulfstream GIV and a maritime patrol aircraft from the Portuguese Air Force, the CASA C-295 MPA, Esq 502.



The Lancaster flanked by a Spitfire and a Hurricane.

© 2013 Peter Thivessen

The EMPTS, Empires Test Pilot School, now a part of QinetiQ, celebrated their 70th anniversary with three aircraft in the static area, one being the Avro RJ 100. The named aircraft are only a small sample from RIAT that a visitor could see. There were many additional attractions on the air show grounds.

One highlight, the Vintage Village took visitors back to the 1930 - 1960's era. You could listen to Madeline Brown, a 1940's style singer, see sport cars, cockpits or, enjoy a cup of tea in their Vintage Tea Room. There might have been less in quantity when compared to previous air shows from the past, but there was certainly quality at RIAT 2013. The static display was a mix of so many different aircraft from around the world, and the flying display was nonstop from 10AM to 6PM with many airplanes that cannot be seen outside the UK.

While we missed the United States' participation this year, we're looking forward to Air Tattoo 2014 with, hopefully, USA's returning participation.



The GR4 Tornado of the 617 "Dambusters" Squadron, RAF Lossimoth.

© 2013 Peter Thivessen



The Lancaster and a GR4 Tornado of the 617 "Dambusters" Squadron, RAF Lossimoth.

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The Gloster Meteor NF 11

© 2013 Wolfgang Jarisch



Aermacchi MB-339PAN



EMB-145 AEW&C



Boeing Stearman



Antonov An-2



Embraer R-99

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Boeing AH-64D Apache & Lockheed Martin F-16



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Thunder Over Michigan

Report by Dan Adams with photography as noted



Not to beat a dead horse, but we all know that the 2013 air show season has been a challenging one due to the effects of the steep US government budget cuts known as sequestration. While many air shows have been cancelled, others managed to squeeze out air shows with whatever aircraft they could find. Thunder Over Michigan is unique in that it has always relied mainly on civilian aircraft and performers, and as such, it did not suffer as much from the effects of sequestration. The show, presented by the Yankee Air Museum, was able to bring together an impressive array of aircraft and attractions to entertain spectators of all ages.

The venue for this year's show, while the same as years past, was quite different visually. Due to an ongoing expansion of one of the airport's runways (to enable it to handle larger cargo aircraft) there was a large concrete plant right at show center as well as several large piles of dirt and gravel. While the show line is fairly long to begin with, the construction equipment certainly seemed to widen the distance.

What this meant practically was that most aircraft used either the far runway (it was almost too far to even notice the aircraft take off) or on the runway to the far right of the show line. The WW2 and Vietnam reenactments took place on the far left of the show line (where the grandstand bleachers were located). As a result, spectators had to walk from one side to the other to view the reenactments. However, this situation is only temporary as once the construction is completed the equipment will be removed and the venue returned to normal. Hopefully, this will mean that future shows can accommodate even larger aircraft.

This year's show highlighted the museum's efforts to save the former Ford factory (located just across from the air show venue) that built thousands of B-24 Liberator bombers during World War 2. The museum has raised over \$4 million out of the \$8 million required to purchase a portion of the factory. Should their efforts prove successful, the museum will move into the new space. The museum was ravaged by fire in 2004 and lost almost everything except its flyable aircraft. Several women dressed as "Rosie the Riveter" were walking among the crowd taking pictures and urging spectators to "save the bomber plant."



©2013 Dan Adams

Each day's action began with an elaborate World War 2 reenactment. The dedicated reenactors, each outfitted in authentic gear, staged a battle that was representative of action that would have occurred in late 1944. In the scenario that played out for the crowd, a convoy of American vehicles was ambushed by German infantry with armor support. As the sounds of gunfire and smoke from explosions drifted over the spectators, a P-51 Mustang and B-25 Mitchell provided close air support. Finally, reinforcements including two American Stuart light tanks arrived and turned the tide of the battle.

The flying kicked off in earnest when the US Navy Legacy Flight featuring an A-4 Skyhawk, AD-5W Skyraider (EA-1E variant) and an F-4U Corsair took to the skies followed by a spirited demonstration by the A-4 Skyhawk. While certainly dominated by vintage warbirds, the show also featured two of the best aerobatic pilots in the world, Sean D. Tucker and Michael Goulian. They both began with teaser performances that left the crowd wanting more. They appeared later on for their full performances with Sean D. Tucker flying his Oracle Challenger III and completing a triple ribbon cut, flying feet above the runway in three different attitudes of flight. The show counted no fewer than four Vietnam-era Skyraiders (6 were scheduled to appear) in attendance and featured a full Vietnam War battle reenactment. A UH-1 Huey ferried American troops to the battlefield where the Viet Cong ambushed them. With an O-2 Skymaster flying as a spotter, an AC-47 Spooky and C-123 Provider flew support for the ground troops. The World War 2 air power parade followed with a B-17 ("Yankee Lady"), 2 B-25s ("Briefing Time" and "Georgie's Gal"), an F4U Corsair, several T-6 Texans, a Vultee Valiant, an AT-11 Kansan and 4 P-51 Mustangs ("Old Crow," "The Brat III," "Baby Duck" and "Gentleman Jim"). Finally, the rare and exciting F-100 Super Sabre took to the skies. Proving that it is possible to have plenty of jet noise despite sequestration, the Super Sabre wowed the crowds with several afterburner passes. The F-100 then joined up with an F-86 and a P-51 for a Heritage Flight that the organizers billed as the first of its kind (the F-86 did not fly on Sunday).

The organizers wisely left the show grounds open for 2 hours after the show ended to allow spectators to take in the aircraft and alleviate the traffic issues if everyone were to leave at once. Thunder Over Michigan is an excellent show because of the many different aircraft flying and the variety of having reenactments as well. The show especially stood out this year for putting on a great show for over 40,000 spectators (both days) in this challenging year.



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- F-100 Super Sabre, left top
- B-25 "Georgie's Gal" left middle
- Germans on the attack, left bottom
- AT-11 Kansan bombing and gunnery trainer for USAAF derived from AT-7, right top
- A-4 Skyhawk, right bottom.



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WINGS OVER WINE COUNTRY AIR SHOW

REPORT AND PHOTOGRAPHY BY NORMAN A GRAF

The Pacific Coast Air Museum's "Wings Over Wine Country Air Show" took place August 17-18, 2013 at the Charles M. Schulz – Sonoma County Airport. Due to Congressional budget cuts the normally strong military presence was noticeably absent. The local CalFire aircraft, which normally participate in the air show, were on alert due to the high fire danger in northern California and were also not scheduled to perform. The show lineup therefore emphasized civilian aerobatic performers and warbirds. The Mustang Roundup succeeded in attracting ten P-51s all of which flew on Sunday. The aerobatic demonstrations featured everything from warbirds to the custom-built aerobatic Pitts biplane and the modern high-performance Extra 330. Greg Colyer, in his T-33, provided the only jet noise of the day.

Both days dawned clear and bright; the weather was agreeable, with generally clear skies and temperatures in the low-90s. Parking was very efficiently handled by the local Boy Scout Troop, and security checks at the gate were thorough but very efficient, so no time was wasted getting in to the show. The layout was the same as last year, with open seating in front of the hotramp, bleachers and box seats at show center and President's Club, Sponsors, Chalets and media at show left. The gates opened at 0900, but early birds had the option of purchasing a Pancake Breakfast (\$8) which allowed access an hour earlier. A Performer's Reception (\$30) on Friday night allowed the public to mingle with the pilots and crews with the ability to become a sponsor. The show venue is a working airport, with both commercial aviation and a Fire Attack Base. Short breaks in the flying schedule, although not in the flying, were therefore necessary to accommodate the landings and takeoffs of either the CalFire S-2 Trackers and OV-10 Broncos or the Horizon/Alaska Air de Havilland (now Bombardier) Dash 8 turboprops.

The Museum transported almost all of its aircraft over to the air show grounds for static display. The crew chiefs were on hand to answer questions and most of the cockpits were open for kids of all ages to pose in. A number of civil aviation aircraft had flown in and were also on static display. The hotramp was open from 0900 to 1030, allowing visitors to view the performing aircraft up close. Photographers had the opportunity to take pictures without barriers or other restrictions.

The air show began with the local radio-control club flying a number of their model aircraft. This was followed by the Sonoma County Sheriff's Department demonstrating an aerial rescue with their Bell 407 helicopter. "Henry One" soon returned with the SWAT team clipped to a rope suspended from the helicopter. They were lowered to the ground and a hostage rescue simulation featured an armored car on the ground and lots of pyrotechnics. The formal flying began at noon, with a diamond formation of P-51 Mustangs passing overhead just as the national anthem ended.



Jon Melby then took to the sky in his black and gold Pitts S-1 Super Stinker. He thrilled the crowd with his aerobatic routine. Just as he was about to land Kent Pietsch arrived on the scene, performing his comedy routine. The Trainer Parade featured Boeing Stearmans and North American AT-6 Texans, Harvards and SNJs. Brian Sanders then turned in an amazing performance in his Sea Fury "Argonaut." Smoke generators (designed, built and patented by the Sanders family) are mounted under the wingtips and make the incredible dynamics of the wake turbulence visible. The wingtip vortices billow, snake and join into coiling loops which persist for a remarkably long time. The next warbirds were all North American aircraft. The B-25J Mitchell "Old Glory" was joined by two Trojans and an OV-10A. One of the Trojans featured machine guns and rocket pods mounted to the underwing hardpoints and the Bronco was in a green Marine paint scheme. Both camouflaged aircraft were a welcome change from the usual bright T-28 trainer markings or the hi-vis CalFire Bronco markings. A Douglas DC-4 put on a spirited display with a number of high-speed passes, a dirty pass on the deck, and several very nice highly banked "banana" passes. Kent Pietsch then landed on the world's smallest aircraft carrier: a pickup truck with two rails mounted on its roof. Julie Clark then performed a very nice routine in her Beech T-34 Mentor, featuring red, white and blue smoke and concluding with a fast pass down on the deck. Unfortunately on Saturday grass fires erupted along the length of the runway after her final pass. Local fire engines were soon on the scene racing up and down the tarmac to douse the flames, but without firefighters on the ground the strong breeze reignited the embers as soon as the trucks left to put out another fire. The Sheriff's Department Bell 407 soon joined the fight, making many water drops with its suspended water bucket. Finally CalFire took over, launching its OV-10 command and control plane, two S-2 water bombers and a UH-1H Huey equipped with a large Bambi Bomber. The audience got a front row view of CalFire in action after all! Next up was the warbird display. Unfortunately, the fire on Saturday pre-empted this part of the show, so only Sunday's visitors were treated to the spectacle of ten P-51 Mustangs in the air at the same time. Joining them were a P-40 and two Sea Furys. Several of the Mustangs took off and flew in formations of four, whereas others performed singly. After multiple passes, all the aircraft but one landed. Dan Vance, in "Speedball Alice," put on a beautiful demonstration of the warbird's aerobatic capabilities.

Michael Goulian then energized the crowd with a hard-driving, aggressive routine that pushed his Extra 330SC to the limits. He demonstrated the skill and passion which have earned him several of the highest air show and aerobatic awards. Kent Pietsch performed for the third time, demonstrating his superb energy management technique by cutting the power on his airplane at 6,000', performing a series of loops and rolls and finally landing to bring the spinner of the aircraft to the outstretched hand of a volunteer waiting on the runway. Greg Colyer finished up the day's flying with a very nice demonstration in his T-33 Shooting Star.

Wings Over Wine Country is a relatively small air show primarily known for its strong warbird participation. But it has always managed to attract an impressive roster of military aircraft and performers. It regularly hosted both USAF Air Combat Command and Navy Fighter Tactical Demo Teams and recently often featured the C-17 demonstration as well. In addition, static displays normally included Navy and Marine aircraft and helicopters from as far away as Camp Pendleton, Miramar and North Island in Southern California as well as Lemoore. Coast Guard aircraft routinely showed up on the ramp, and Beale AFB normally sent a four-ship flight of T-38s on Saturday and a U-2 on Sunday for fly-overs. This was due in large part to the close relationships formed over the years between the Museum staff and local military installations. It was truly unfortunate that such a longstanding tradition fell victim to short-sighted political grandstanding. Hopefully we'll see the military once again actively participating in this air show next year.

Announcer Danny "SkyTalker" Clisham provided his usual lively and entertaining narration and Air Boss Willie Turner did a great job keeping the sky filled with aircraft, and managed Saturday's interruption with aplomb. The show organizers did a great job of arranging such a strong aerobatic and warbird lineup at this air show. Thanks to them and all of the staff and volunteers in making this such an enjoyable air show. ASR Media would like to thank Doug Clay for arranging the media access and his support during the show.



- OV-10A Bronco, above.
- The Hawker Sea Fury "Argonaut", mid image.
- From back to front: T-28, Sea Fury, Sea Fury, P-51D and T-28, bottom image.

KECSKEMÉT INTERNATIONAL AIR SHOW

REPORT AND PHOTOGRAPHY BY PETER THIVESSEN AND WOLFGANG JARISCH



For 2013 the Hungarian Ministry of Defence, the organizers of the International Air Show and Military Display at Kecskemet, had done an excellent show! Perhaps the BEST air show in Europe this year, and if we look at the toned down air shows in North America, Kecskemet's had to be one of the BEST in the world!

Over 100,000 visitors attended the air show in Kecskemet. It was one of the hottest weekends in Europe, with the temperatures rising upwards to 40°C. Many visitors had difficulty coping with such high temperatures and suffered from heat exhaustion, keeping the Red Cross very busy.

For 2013, the organizers introduced a specially priced spotter package that included food and refreshments, and it was available from one to six days in total duration. Furthermore they offered to help in finding accommodations nearby. These changes were very much welcomed by the air show enthusiasts. The air show grounds were well organized, with plenty of refreshment and food stands, and just as importantly well distributed sanitation facilities. The static displays not only included aircraft but some displays from the Hungarian Army and by civilian institutions. Of course, the visitors came to see the outstanding list of display teams from Europe and they were not disappointed, as the teams put on an excellent show. The teams included the Russian "Russkiye Vityazi" (or better known as Russian Knight), the Croatian "Wings of Storm" the Italian "Frecce Tricolori", the Spanish "Patrulle Aguila", from Turkey the "Turkish Stars", the Swiss "PC-7 Team", the civilian Estonian team "Baltic Bees", two fantastic F-16 solo displays, one from the Belgian Air Force with Captain Renaud "Grat" Thys and from the Royal Netherlands Air Force Captain Stefan "Stitch" Hutten in the cockpit.

Now add five Gripen's from the Hungarian Air Force in demo role. Also from the Hungarian Air Force a formation flight with two Gripen's and a single Antonov An-26, a single Mil Mi-8 and a Mil Mi-24. From NATO we had the Pápa based Boeing C-17 Globemaster for a short show to show off the STOL properties of this aircraft. If all these were not enough, add the two Sukhoi Su-22 Fitter's in the flying display from Poland. This type of rare aircraft may retire by the end of 2014, it was a fantastic opportunity to watch the silhouette of this old swing wing cold war warrior. The Romanian Air Force showed a rare airplane in the flying display, the legendary twin seat version of the rarely seen Mikoyan Mig-21, the UM Lancer B. What a bang when the pilot turns the afterburner on! From Austria the Saab 105 with the fantastic orange painted Tiger Meet scheme and a new blue painted Pilatus PC-7 in the sunny sky over Kecskemet.

There were helicopter displays from the Belgian Air Force, the Agusta A-109 demo team, a civilian Mil Mi-2, and from the Italian Coast Guard a brand new Agusta Westland AW 139 in a SAR-Demo. Historic aircraft, like the Antonov AN-2, Polikarpov Po-2, the world's only Lisunov Li-2 and some other civilian aircraft completed the flying program.

The static display included some interesting surprises: Bulgarian Air Force the Sukhoi Su-25 Frogfoot, and from the Ukrainian Air Force the legendary Sukhoi Su-27 UB in the wonderful blue/grey paint scheme, the German Navy's Dornier Do-228NG and the special painted Sea King Mk41. Casa C-295s were from Spain, Czech and the Polish Air Force. A rare transport aircraft was the support aircraft for the Russian Knights, the Ilyushin Il-76 MD and the Serbian Air Force Antonov An-26.



2013



- Paratroopers with the Hungarian Flag, left
- The world's only airworthy Lisunov Li-2 mid inset
- Patrulla Aguilla from Spain, right.



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Romanian Air Force MiG-21UBM "Lancer B"



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Hungarian Gripens



Ukrainian Air Force Sukhoi Su-27UB



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2013



Estonian Baltic Bees



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Frecce Tricolori



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Italian Coast Guard AW139 SAR



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Austrian Air Force Saab 105



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MiG 23MF

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Ruskiye Vityazi
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55TH ANNUAL CHICAGO AIR AND WATER SHOW

ARTICLE AND PHOTOGRAPHY BY STEFAN SEVILLE



The 55th annual Chicago Air and Water show was held August 17th and 18th, 2013 on the shore of Lake Michigan north of downtown. Every year, this spectacle draws some of the biggest names in the air show business, and with that, some of the biggest crowds as well. Because of how the venue for the air show is situated on the shoreline, spectators are afforded several options for watching the aerial displays. Show Center is located on North Avenue Beach at the 'Boat House', a public use facility during normal summer days. This is where the VIP receptions are hosted and where the announcers, media and the Air Boss and his operations crew set up shop.

Other places to watch the show include the cement shoreline walkway south of the Boat House, the 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. A large mixture of private, charter and tour vessels make an interesting backdrop for the land-based crowd. The boats were held east of the aerobatic box, or at least 3000 feet away from the shore. The US Coast Guard and Chicago Police Department work together to maintain a clear area below the performers. The aerobatic box is completely over the water to the east of the beach, with the show line running almost directly north to south. This gives photographers and spectators some headaches for the early acts, as the sun is facing the crowd until just after noon. Conversely, the lighting becomes more and more favorable as the day goes on and the sun proceeds west.

In years past, the Chicago Air and Water Show (mainly due to the massive crowds drawn each summer) has showcased a large variety of military aircraft - KC-135 and KC-10 tankers, B-1, B-2 and B-52 bombers, F-15, F-16, F-18 and F-22 fighters, and the USN Blue Angels and USAF Thunderbirds jet demonstration teams. Of course, with the US government sequester in effect, none of these acts were present this year.

Fast, loud and precise jets are usually regarded as the main attractions at large air shows like Chicago, so the news coverage before the show was more concentrated on what wasn't scheduled to appear instead of what was. Chicago Department of Cultural Affairs and Special Events' Mary May, the Public Relations Coordinator, did not agree with that stance. "Look around at all the air shows that cancelled this year. We're not on an air base or a Naval Air Station, we have the best venue in the country and we're going to put on the best show", said May at the media gathering on Thursday at the Gary/Chicago airport, where the show planes are based for the weekend.

What the military's lack of presence detracted from the show, Mother Nature gave back to the close to one million people who gathered on the coast over the weekend.



The breeze was enough to clear the aerobatic box of the show smoke from the performers in a timely manner, but not so much that it affected the performances or became bothersome to the crowds.

The performances began at 10AM with the All Veteran Parachute team (many of whom are former members of the US Army's Golden Knights parachute team). On Saturday, the first chute was of the tandem variety, bringing in the singer of the National Anthem, Jim Cornelison. Jim is best known as the longtime singer of the Star Spangled Banner before every Chicago Blackhawks hockey game. After the Blackhawks won the Stanley Cup as the best team in the National Hockey League this past June, Cornelison was invited to open the show on Saturday, and did so in rousing fashion after jumping from 12,500 feet. After the team's second jump on Saturday, the lead jumper Dan Cook surprised his girlfriend by proposing marriage to her on the beach in front of the crowd after all the jumpers had landed. In an effort to quench the crowd's thirst for some jet noise, show organizers had Art Nalls fly his Sea Harrier twice during the day, including as the final act of each day. The A4 Skyhawk also flew twice during each of the main shows.



Chuck Aaron and the Red Bull Aerobatic Helicopter

The Magazine December 2013 - January 2014



A-4 Skyhawk



Lima Lima Fight Team



Rob Holland



Chicago Fire Department SAR Demo



ASR Media was back for the 2013 the Slovak International Air Fest. This air show has some good surprises every year; such as in 2012 they featured the mighty B-52 for the very first time in Slovakia, the MiG-29M2 from Russia in the flying display and not to forget the support aircraft from the RAC MiG plant (RAC = Russian Aircraft Corporation) the Antonov An-12. We and all the attendees were curious to find out what the organizers would do for this year.

For 2013, the organizers brought two rarely seen aircraft from the Ukrainian Air Force to the show: the legendary Sukhoi Su-27 “Flanker” in the flying display, and a Su-25M1 “Frogfoot” in the static display. Both aircraft wore a fantastic camouflage scheme. The Su-27 with a grey and a two blue tone pattern, and the Su-25 with a three grey tone pixel pattern.

The flying display on both days were similar only the time table varied, with one exception by the Austrian Air Force Eurofighter, which only flew on Sunday. The advertised dogfight between the two Slovak MiG-29's in many ways the major highlight of the show was cancelled, which left the air show fans very disappointed.



The flying display started with a Slovak Aero L-39 Albatros followed by a North American P-51 Mustang. Two replicas from the beginning of aviation: a Fokker E-III and a Sopwith 1 ½ Strutter brought some WW1 spirit in the sky over Sliac. The MiG-15 UTI (Lim-2) was the next before we come to another highlight in the first part of the show. It was the official opening formation of SIAF 2013 which include the fly-past of a MiG 29 (the Tiger twin seater), a Czech Gripen, a Czech L-159 ALCA, and a Slovak Aero L-39 Albatros. This formation celebrated the 20th anniversary of the armed forces of both countries.

This was followed by the Slovak Air Force Mil Mi-17 LPZS SAR helicopter demonstration. The air force converted four out of twelve surviving Mil Mi-17 helicopters into a SAR configuration. During the helicopter display an Antonov An-26 took off with several paratroopers. The paratroopers jumped from the An-26, one after the other as their parachutes deployed flags from all the different participant countries at SIAF 2013 flew below their feet. What a great idea!

Next was the solo display of the Slovak Air Force legendary MiG-29 "Fulcrum" from the 1. Sqn, base here at Sliac. It was the single-seater: 0921 with the tiger tail and the pixel camouflage. After roar of the jet we could hear the powerful piston engine from the Flying Bulls F-4U "Corsair" as it was taxiing to the runway and waiting for clearance. The display was flown by the former Mirage 2000 Pilot Eric Goujon. Additional vintage aircraft such as the Spitfire Mk XVI and a Yakovlev Yak-3UA also thrilled the crowds with their flying display.

Patrulla Aguila, the official jet display team from the Spanish Air Force, was the only military jet display team to attend SIAF 2013. This year Patrulla Aguila has performed in significantly more shows than in years past. ASR saw their CASA C-101 "Aviojet" fly at the Kecskemet Air Show in Hungary just a few weeks ago.

The civilian display team "Pioneer Team" from Italy flying the Pioneer 330 "Acro" and Pioneer 300 "Hawk" performed next. These aircraft are driven by a Rotax 912 engine and are fitted with a smoke system, and flares during their display. This is not a joke, as this is extremely unusual for a private team and this type of aircraft! When we speak about a display team we can't forget the amazing glider team Očovskí Bačovia. The team flies with four Let L-23 Super Blanik and enchanted the visitors with their fabulous formation flights with the four gliders.

Additional stunning displays were performed by the Hungarian Zoltán Veres on his single seat carbon fiber aircraft MXS, the Slovakian Dušan Šamko on his Pitts S-2C and from the Czech Republic Martin Šonka on his Extra 300 at SIAF 2013.

A good helicopter display was performed by the Czech Air Force Mil Mi-24V "Hind". It is always impressive to see a "Hind" display and especially the unique sound coming from the rotor blades. The "Blackhawk" display from the Austrian Air Force was not as exciting as last year's. The most exciting helicopter display was by the Flying Bulls MBB Bo-105.

While the crowd watched the Bo-105 display, a Hungarian Saab J-39C "Gripen", taxied to runway 36. After the Hungarian flight, we could hear the sound of two aircraft from the Polish Air Force: the legendary Sukhoi Su-22M -4 "Fitter". This unique formation showed off the maneuverability of this Cold War era swing-wing fighter-bomber. By looking at the bottom side wings and seeing all the launch rails and hardpoints for the armament it is easy to imagine all destructive power this aircraft has. The next program took everyone back in time too. It was the display of a privately owned Aero L-29 "Delfin" from the former Czechoslovak Air Force, with the "Egypt 4" camouflage which looked really nice.

During the L-29 display the crowd became restless, as they heard the Ukrainian Air Force Sukhoi Su-27 start the engines and shortly afterwards taxied to the runway. As soon as the L-29 landed, the Su-27 roared up in the sky with full afterburners and banked to the right side, to start their display. The display was very slow and majestic, as it showed us the extreme maneuverability of this heavy and large aircraft. It was absolutely impressive, and it was definitely the highlight of SIAF 2013.

The Swedish Air Force Saab J-39C "Gripen" ended the flying program. It was not easy for the Swedish Pilot to get the attention to his display from the public after the Sukhoi display.

Over all the SIAF 2013 was a very well organized air show with many different aircraft in the flying display, and on static display as well. Everyone who attended appreciated the fact that there were no traffic jams during the arrival or the departure.

ASR Media wishes to thank Monika Pastuchová, Spokeswoman of SIAF 2013 and her team for the organization and for the invitation.





Aero L-29 "Delfin" above, and the Czech Air Force Mil Mi-24V "Hind" below.





Sukhoi Su-27UB "Flanker" of the Ukrainian Air Force above, Fokker E-III replica below.



Antonov An-26 of the Slovak Air Force



Sukhoi Su-27UB "Flanker" above and below



Fokker E-III replica below



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Two Sukhoi Su-22M4 "Fitter" of the Polish Air Force above, Sukhoi Su-25M1 "Frogfoot" of the Ukrainian Air Force below.



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Report and photography by Peter Thivessen





P-3C Orion

Nearly 30,000 people gathered on the Naval Air Station Nordholz, Lower Saxony, Germany to celebrate 100 years of Naval Aviation on Sunday 18th August 2013. Starting at 9AM and lasting until 5PM visitors could marvel at the German aviators, their aircraft as well as those of national and international guests. Unfortunately the weather was unstable and rainy. Nevertheless, there were numerous flight demonstrations, such as:

- Single display with P-3C Orion, Dornier Do228, MK41 Sea King and MK88A Sea Lynx (German Navy)
- Joined display "History of Dornier" with FWP 149D, Dornier Do27, Dornier Do28, Dornier Do228 (Comradeship of Reservists, Flying Club Nordholz/Cuxhaven and German Navy)
- Dropping of parachutists by P-3C Orion and MK 41 Sea King (German Navy)
- Joint display "Evacuation Operations" with P-3C Orion, MK88A Sea Lynx and MK41 Sea King (German Navy)
- Single display with Bo 105 (Army Flight Academy)
- Single display with Saab 105 OE (Austrian Forces)
- Joint flyby with MK88A Sea Lynx, MK41 Sea King, P-3C Orion and Dornier Do228 (German Navy)



Mk 88A Sea Lynx

The above demonstration gave a good insight for the visitors to see how the German naval aviation works worldwide. Many naval aviation aircraft are designed for reconnaissance flights, but also have the evacuation or rescue from shipwrecked as part of their daily tasks.

Nordholz is the home base of Naval Air Wing 3 "Graf Zeppelin". The squadron has eight P-3C Orion as a maritime patrol and an electronic reconnaissance aircraft and two aircraft Dornier Do228 LM to monitor pollution in the German coastal waters. The Naval Air Wing 5 is also stationed in Nordholz. It has twenty one Mk.41 Sea King medium transport helicopters, which were used onboard Navy vessels as well as for the search and rescue. Following the realignment of the Navy, the squadron is also responsible for the operation of the twenty two Mk.88A Sea Lynx helicopters.

There were several aircraft with "100 years of Naval Aviation" paint schemes making them real were eye-catchers such as the Mk.41, Sea King, Mk 88A Sea Lynx and the P-3C Orion.

ASR Media would like to thank the press officer Stabsbootmann Jonack for his generous cooperation, hospitality and friendliness.



Dornier Do228 LM



Exercise "Green Flag 2013" Coningsby Air Base, UK



REPORT AND PHOTOGRAPHY BY PETER THIVESSEN



Royal Saudi Air Force Typhoon



2 RSAF and 2RAF Typhoons

In the last days of August 2013 four Royal Saudi Air Force (RSAF) Typhoons from the 10th Sqn, based at King Fahad Air Base, Taif were flown into the Coningsby Air Base, in the UK, alongside four Tornados from the 75th Sqn, King Abdul Aziz Air Base, Dhahran. They arrived for Exercise Saudi Green Flag 2013.

The Saudi Typhoons and Tornados were accompanied for air-to-air refuelling support by an RSAF Airbus A330 MRTT from 24th Sqn, Prince Sultan Air Base, Al Kharj. The exercise has also been supported by 4 RSAF C-130H Hercules that have been ferrying equipment to RAF Coningsby after fuel stop in Heraklion, Crete.

From the Saudi perspective, two aspects of the deployment stand out as significant. The exercise is the first significant deployment of the Typhoon outside of the Kingdom of Saudi Arabia. It is also the first time that the MRTT aircraft, (called Voyager by the RAF) has been used to "trail" aircraft operationally by any air force, a source of great pride for the RSAF. (A trail is when air-to-air refuelling aircraft are used to allow swift deployment; in this case the Typhoons flew directly from Saudi Arabia to the UK, refuelling en-route).

For Tornados it was the second time after their deployment to UK in the year 2007 when Exercise "Saudi Sword" was held at RAF Lossiemouth. This time they came in the newer grey scheme rather than the sand camouflage scheme.

This Exercise began with flying missions at the beginning of September and ran for two weeks. The ten day exercise saw the Saudi and RAF crews fly in a series of training flights of gradually increasing complexity, during which the crews gained a wider knowledge of how the other force works and also how to use the relative strengths of their aircraft to generate greater overall effects. No 3rd, 11th and 29th Sqn. supplied the RAF Typhoon element, alongside a composite Tornado GR4 force from 9th Sqn. deploying to Coningsby from RAF Marham.

Participants:

- 4 Typhoon, 3rd Sqn. RSAF (one twin seat Nr.322 and three single seats Nr. 310, 312, 313)
- 4 Typhoon, 11th and 29th Sqn. Coningsby, UK
- 4 Tornado, 75th Sqn. RSAF (Nr. 7507, 7512, 8306, 8312)
- 4 Tornado, 9th Sqn. Marham, UK

Group Captain Johnny Stringer, RAF Coningsby Station Commander said, "For Coningsby and for the RAF this is a hugely significant exercise, an opportunity to fly the same aircraft types with our RSAF friends, to share our tactical thinking on how we employ our platforms, and for us as a station to support a detachment at significant range from a fellow air force."

Brigadier-General Mohammed Al-Shahrani, the RSAF Detachment Commander said, "It is the first time we have deployed Typhoons for a long period of time outside our Kingdom so that means we are reaching out our logistic support to about 3,000 miles; it is very important for us to test that. Also it is the first time that we have used the Airbus MRTT for trailing from Saudi Arabia to here, which has proven successful. One very important objective we have is to make sure that our people, from aircrew, to engineers, to staff, to fighter control and all the other roles, work side by side with the RAF; to be ready if we ever need to operate together."



RAF Tornado GR4 from 9th Sqn., Marham UK



RSAF Tornado IDS from 75th Sqn., King Abdul Aziz Air Base, Dhahran



Dassault Falcon DA20 from Cobham Aviation with jammer



RAF Typhoon from 29. Sqn., Coningsby UK



RSAF Typhoon from 10th. Sqn., King Fahad Air Base, Taif



Exercise "Green Flag 2013" Coningsby Air Base, UK



A pair of Tornados from RAF UK in front and from RSAF behind with the black nose



RSAF Typhoon from 10th. Sqn., King Fahad Air Base, Taif (with Iris-T -Infra Red Imaging System Tail/Thrust Vector-Controlled- on the left wing)

Wings, Wheels and Tracks – Labor Day Weekend at the American Airpower Museum

Report and photography by Dan Adams and Ricardo von Puttkammer



©2013 Ricardo von Puttkammer



Ooops. Someone forgot to tell the folks at the American Airpower Museum that the 2013 air show season was ruined by sequestration (if we had a dollar for every time we've heard that word in the past year, we could buy our own Blue Angels). Lucky for us! The museum already did a great job helping to salvage this year's Jones Beach Air Show which started the summer season, and now closed the door on summer in style with its Wings, Wheels and Tracks event over Labor Day weekend. It's a testament to the aviation and air show community that museums and civilian performers like those found at the American Airpower Museum have stepped up to fill the void left by a lack of US military participation at events this year.

Like last year's event, there was something for everyone to enjoy at Wings, Wheels and Tracks. For those wishing to experience flying in a classic warbird, paid flights on the B-25 "Panchito" and T-6 Texan were available. And for those wondering what it was like to parachute into Normandy during World War 2, the museum's C-47 offered an immersive experience, as those who paid the fee got to dress in authentic paratrooper uniforms, get a wartime briefing and then fly in the Dakota (and land in the Dakota – no actual parachuting takes place).

On Saturday, the museum's P-40, P-47 and Scott "Scooter" Yoak's beautiful P-51D Mustang "Quick Silver" flew in formation for the crowd. On Sunday, a planned flight over the Statue of Liberty by the three B-25s and the three fighters was scrubbed due to the inclement weather that threatened air operations all weekend. Luckily, the aircraft were able to do some local flying instead. On Monday, there was no flying due to very low ceiling thought the day. The Museum's B-25 and a T-6 did engine run up.

In addition to the action in the air, there was some interesting traffic on the ground as well. Armored vehicles from the Museum of American Armor drove up and down the flight line during the day's events. Included in the impressive display were an M20 armored reconnaissance and scout car, M4 high speed tractor, M3 scout car, M5 Stuart tank and an M4 Sherman tank.

The museum itself has plenty to see, making the rainy intervals over the weekend much easier to bear. From flight simulators to exhibits chronicling the history of aviation, the museum has it all.

ASR Media LLC., would like to thank Scott Clyman and the organizers, Fred Miller, Robert Stiehl, Steve Biegler and all the hard working volunteers who made this 4-day event such a resounding success.



SCOTTY YOAK WITH HIS P-51D QUICK SILVER



©2013 Dan Adams

P-47D JACKY'S REVENGE



©2013 Ricardo von Puttkammer



©2013 Dan Adams

M20 SCOUT CAR M3 STUART & M4

P-40 AND C-47



©2013 Ricardo von Puttkammer



B-25J PANCHITO

©2013 Ricardo von Puttkammer

RENO Air Races

REPORT AND PHOTOGRAPHY BY NORMAN A. GRAF



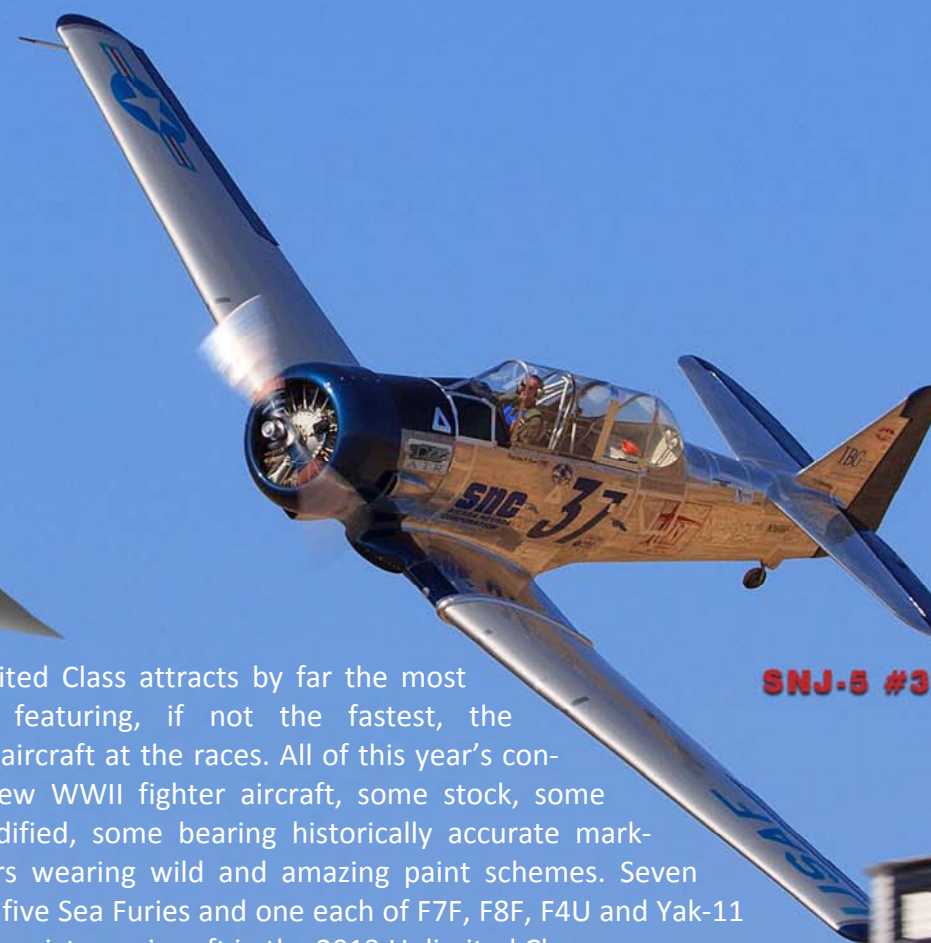
Lancair 360 "Unleashed" Tom McNerney

For a week in September, Stead Field, outside of Reno, Nevada, comes alive with the sights, smells and sounds of the National Championship Air Races. This year marked the 50th time the races have been held in Reno. In addition to the Air Races, this event hosts an Air Show and the National Aviation Heritage Invitational aircraft display. With so much going on, and a limited amount of time to experience it, decisions had to be made. It was impossible to cover all the action so it was decided to concentrate on the racing. After all, this is the only place in the world you'll see air racing at this level.

Arrivals, practice and race qualifications started on Sunday, September 8 and continued through Tuesday. The performances in the qualification rounds determined the distribution of the aircraft into A, B, and C-heat races for each class, with the winner of each heat advancing to the next fastest group. The actual races took place Thursday through Sunday in what by then had become Gold, Silver, and Bronze races. With over a hundred aircraft racing in six classes, and practice, qualification and racing spread over a full week it required a lot of preparation to keep from being overwhelmed. But not to worry, the website (<http://www.airrace.org>) is well organized, informative and kept up-to-date. And besides, there's an app for that!

There are six classes of aircraft, with enough differences for pretty much every taste. The Biplane Class is dominated by small, aerobatic aircraft like the Pitts Special which race on a 3.18-mile course at speeds exceeding 200 mph. The Formula One class is defined by the engine; all aircraft are powered by a Continental O-200 engine (the same 100 hp engine used in a Cessna 150). This class sees a variety of aircraft types racing on the 3.12-mile course at speeds which can exceed 250 mph. The Sport Class features high-performance kit-built aircraft showing off the latest developments in engine and airframe technology. Racing at speeds approaching 350 mph, this class sees a lot of action over the 6.37-mile course. The only stock class at Reno is

allowing only AT-6 Texans, Canadian-built Harvards, and US Navy and Marine SNJs. These races tend to feature a lot of close racing and winners of these races are determined more by pilot skill and strategy. The Jet Class started a decade ago as an L-39 invitational, but has since been opened to all comers. This year saw several L-29 Delfins and a TS-11 Iskra join the field as they raced at speeds around 500 mph on the 8.47 mile course.



SNJ-5 #37 John Zayac

The Unlimited Class attracts by far the most attention, featuring, if not the fastest, the "baddest" aircraft at the races. All of this year's contestants flew WWII fighter aircraft, some stock, some highly modified, some bearing historically accurate markings, others wearing wild and amazing paint schemes. Seven Mustangs, five Sea Furies and one each of F7F, F8F, F4U and Yak-11 made up the sixteen aircraft in the 2013 Unlimited Class.

Interest in this class is always high, but the excitement began building well before Race Day. Steven Hinton, four-time champion in "Strega" had been wooed out of early retirement by Team "Voodoo." Misfortune soon beset Team "Strega" as the aircraft lost its canopy on a practice flight on Tuesday. A new one appeared in time for it to race on Friday, but it was disqualified for a showline cut. This meant that Matt Jackson would have to start at the end of the pack for the Silver Heat on Saturday morning. But by putting in a tremendous race and lapping the field he advanced to the Breitling Gold Race on Sunday. The final race on Saturday was the Gold Heat and ASR was fortunate to be able to witness this race from outer Pylon 4. Viewers from the flightline and grandstands normally see the undersides of the aircraft from a safe distance as they round the pylons during the race, but being in the infield provides a spectacular close-up view into





P-51D "Voodoo" Steven Hinton

cockpits of the aircraft as the pilots come as fast and close to the pylons as possible. The angular rate of change as the airplanes whip by at over 500 mph can make photography challenging, but it is THE place to be at the races! Steve-o, as expected, won the Heat. This set the stage for a head-to-head race between Steven Hinton in "Voodoo" and Matt Jackson in "Strega": would it be man or machine which determined the outcome?

The Breitling Gold Race began on Sunday with the nine aircraft (see listing below) taking off and formatting off the wing of the T-33 "Pacemaker" flown by Reno legend Steve Hinton (father of Steven). Once all the racers were in place and lined up, the pace jet pulled up and away calling out "Gentlemen, You Have a Race!" Steven Hinton in "Voodoo" took the lead and never looked back. Matt Jackson flew a very aggressive race in "Strega" and managed to take second place. Sherman Smoot in "Czech Mate" rounded out the top three.

The National Championship Air Races is the last pylon racing event of its kind, carrying on the traditions of the Cleveland Air Races of the 20s, 30s and 40s and it is to be hoped that 2013 marks the first of the next fifty years. ASR Media would like to thank all of the wonderful staff and volunteers who make this event such a success, especially Valerie Miller, Director of Marketing and Public Relations, and all of the media support staff.

Unlimited Breitling Gold Results:

Place	Race #	Aircraft	Pilot	Speed (mph)
1	5	P-51D Mustang "Voodoo"	Steven Hinton	482.074
2	7	P-51D Mustang "Strega"	Matt Jackson	474.926
3	86	Yak 11 "Czech Mate"	Sherman Smoot	455.770
4	77	F8F-2 Bearcat "Rare Bear"	Stewart Dawson	451.342
5	38	P-51XR Mustang "Precious Metal"	Thom Richard	434.682
6	8	Sea Fury TMK 20 "Dreadnought"	Brian Sanders	423.700
7	71	Sea Fury TMK 20 "Sawbones"	Curt Brown	407.140
8	114	Sea Fury MK II "Argonaut"	Korey Wells	376.190
9	11	P-51D Mustang "Miss America"	Brent Hisey	372.949

Results from all of the heats and races can be found online at <http://reports.airrace.org>.



P-51 XR "Precious Metal" Thom Richard



TS-11 Iskra and L-39



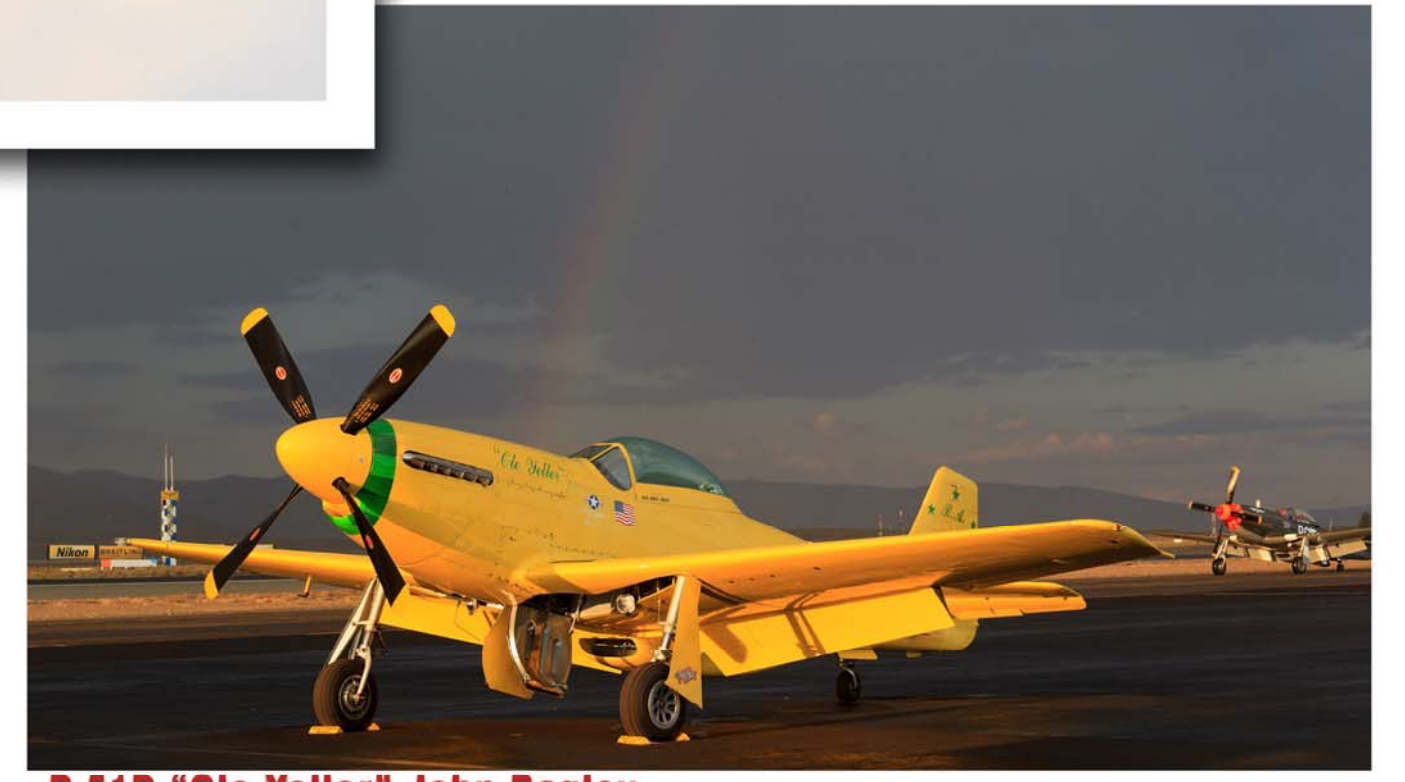
6 Miss Dianne Pitts S-1 & 55 Juley Lips Pitts S-1



Sea Fury TMK 20 "Sawbones" Curt Brown



P-51D "Ole Yeller" John Bagley



P-51D "Ole Yeller" John Bagley



Cassutt "Outrageous" Justin Phillipson

Grumman F8F-2 Bearcat "Rare Bear" Stewart Dawson



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MV-22B OSPREY IN NEW YORK CITY



ARTICLE AND PHOTOGRAPHY BY RICARDO VON PUTTKAMMER



The 68th Session of the United Nations General Assembly opened on September 17, 2013. Every year in September the traffic on the streets of New York City gets worse, with all the heads of state and other dignitaries traveling around the city. Unlike all the other heads of state, when the President of the United States arrives in New York City, his Presidential Boeing VC-25 (747) Air Force One, lands at JFK airport. He takes a 5-minute flight on a VH-3D Sea King, known as Marine One when he is on board, to the Wall Street heliport on the east side of Manhattan. From there he is driven to the United Nations by a convoy of secret service and NYPD vehicles.

Marine Helicopter Squadron One, known as HMX-1 is in charge of the helicopter transportation of the President, vice-President and other VIPs. In May 2013, HMX-1 introduced the first MV-22Bs that began replacing the Squadron's CH-46 Sea Knights. These unique aircraft are used for presidential support flights, including carry-

ing White House staff and members of the media. The Osprey is a better platform for the mission since it is less vulnerable to weather by flying at higher altitudes, and much faster. The flight to New York City on an Osprey takes one hour, while the same flight in a Sea Knight takes almost double the time. The Ospreys are also replacing the CH-53E Super Stallions that were removed from the squadron due to urgent need in the Afghanistan Theater of Operations.

For the first time HMX-1 brought their Ospreys to New York City on September 20. Three MV-22Bs landed at the heliport along with 2 VH-3Ds on that Friday afternoon to rehearse take off and landing from that location. After two landings they flew to JFK where they spent the weekend waiting for the president to arrive on Monday. They flew the president back to JFK Tuesday night after he had finished his meetings at the United Nations.



Two Ospreys land dropping media and presidential staff. Shortly two VH-3Ds (shown above) carrying the president and other essential staff land in a seamless and well rehearsed landing.

This scenario will undoubtedly take place more often as the President is a frequent visitor to New York City.







Honoring the Return of Two Fallen Heroes

Article by Ricardo von Puttkammer with photography as noted





Courtesy of James Sizemore

609th Special Operations Squadron Nimrods at NKP Thailand 01/1969

On the night of July 8, 1969, two A-26A Invaders from the 609th Special Operations Squadron took off from Nakhon Phanom, RTAFB in Thailand on a mission over the Plain of Jars region of Xiangkhoang Province, Laos. The lead flight was commanded by Major James Elmo Sizemore. Major Howard Vincent Andre, Jr. was the navigator on the flight of the modified World War Two-era Douglas twin-engine aircraft.

The first part of the mission was armed reconnaissance of a route structure. Both aircraft had released all ordnance, except for .50 cal ammunition, and were then diverted to an airborne FAC who had enemy troops contacts. Major Sizemore, as lead, elected to take the first pass on an enemy troop emplacement. He was observed going down the chute on a strafing pass and about the time he would normally have called off, a large bright flash was observed in the target area. Both the FAC and Jim's wingman observed the flash and subsequent fire on the ground. No ground fire was observed at any time and the weather was good. No parachutes were seen and no beeper or voice communication were received. The location of the crash made it impossible for ground search due to total enemy control of the area. It was determined that both Major Sizemore and Major Andre did not survive the crash and were listed as Killed in Action (KIA) Body Not Recovered (BNR).

After more than 40 years, American and Laotian investigators excavated the crash site and found remains and personal items of the two pilots who first became friends at Georgia Institute of Technology and were flying side by side that fateful night in 1969. Their remains were accounted for in April of 2013.

On September 23, 2013 their bodies were finally laid to rest side-by-side at Arlington National Cemetery. Due to budget cuts, the sequester, the United States Air Force could not honor these fallen heroes with a missing man formation flight during the burial ceremony. Warrior Aviation fulfilled that task along with the Warrior Flight Team and a group of pilots who donated their time and aircraft to this honorable mission. Warrior Aviation is a non-profit organization that helps wounded servicemen from the Iraq and Afghanistan wars with scholarships in aviation-related fields. Visit www.warrioraviation.org for further information.

In the early morning of September 23, pilots and their aircraft gathered at Manassas Regional Airport, in Virginia for the mission. The flight was composed of B-25 Panchito, 2 P-51s, 4 L-39Cs and representing the aircraft flown by Majors Sizemore and Andre was the A-26 Invader "Spirit of North Carolina".

The fly over at section 60 of Arlington National Cemetery took place at 12:14 PM. The first aircraft was the B-25 flown by Larry Kelly and Lt. Col Dane "Danish" Nielsen USAF. The second flight was made up of war-birds. The lead aircraft was the A-26 Invader flown by George Lancaster, Allen Maxwell, Naomi Wadsworth and Eric Hildebrandt. Right wing was P-51 Quick Silver, piloted by Scott "Scooter" Yoak. Left wing was another P-51 piloted by Andrew McKenna. The third flight was the missing man formation with all 4 L-39Cs. "Vandy 1" was the lead jet, piloted by Lcdr. Mark "Crunchy" Burgess USN (ret), overall mission commander - division lead with Brig Gen Jeff "Tuff" Johnson USAF (ret). Major Geoff "Hak" Hickman USAF (ret) with Mike Gerardi flew "Heavy Metal" left wing. Cdr. Sean "Flopper" Cushing USN (ret) and Cdr. Bill "Pinch" Paisley USN (ret) were in the L-39C right wing Missing Man Pull Aircraft. Far right wing was flown by Lt Col. Art "KAOS" Nalls USMC (ret) and Major Doug "Pecker" Wodley USAF.

After a mile long procession with two caissons, a first in the 150-year history of Arlington National Cemetery, Major Sizemore and Major Andre were laid to rest side-by-side, as they flew their final mission 44 year ago.

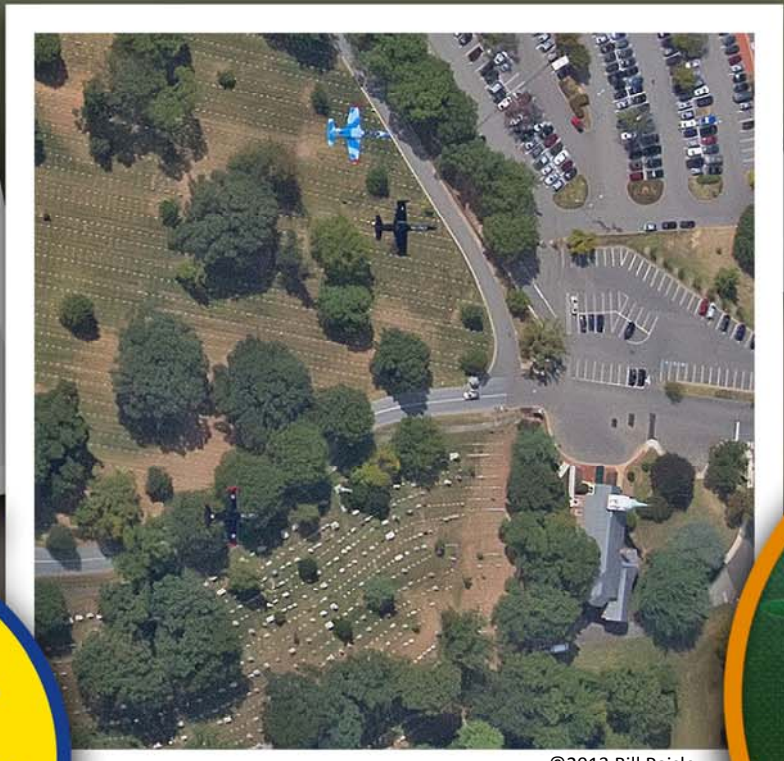
There are more than 1,640 American service members that are still unaccounted for from the Vietnam War, almost 600 of them in Laos.

ASR Media would like to thank Patrick Marsh, Mathew Blush, both from Warrior Aviation, James Sizemore, son of Major James Elmo Sizemore for additional images as noted, Donald S. Vogler both from The A-26 Legacy Foundation, www.a-26legacy.org Bill Paisley, former naval flight officer for the air-to-air images and Fred Miller.



Courtesy of James Sizemore





Courtesy of James Sizemore



USAF Photo

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Top row L to R: A-26 fly over flanked by two P-51s, the missing man formation fly over from one of the L-39Cs, and the L-39Cs from the ground. Middle row L to R: Maj Sizemore by his A-26A, a typical A-26A from Nimrod 609th SP OP SQ in the air, and the B-25 Panchito, over Arlington. Bottom filmstrip: various images from the service. James Sizemore, son of the Major during his remembrance speech.

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God Speed, Majors Sizemore and Andre! Welcome home!



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THE MALTA INTERNATIONAL AIRSHOW

Report and photography by Ray Pace



The 21st *air X* Malta International Air Show organized by the Malta Aviation Society was held on the 28/29th September 2013. As expected the weather was quite favorable with clear skies on Saturday and overcast with light wind on Sunday - but surely very hot! The organization was flawless and the hospitality shown by the organizers and all the volunteers was second to none.

As is customary, on the afternoon of Friday 27th, the MAS volunteers were taken to the Runway 31 threshold for the arrival of the aircraft. From this location one could also photograph the commercial airliners landing and departing runway 31. A special arrival was the Yemen Air Force C235 on its delivery flight from Seville in Spain.

The organizers are to be commended for their efforts to put up yet another interesting air show despite the reduction in military participation at air shows by various Governments worldwide. Though the static display was significantly smaller when compared to previous air shows, this did not diminish the enthusiasm by the public which came in large numbers to the air show at Park 4.

The gates were open from 10AM to 5:30PM on both days. Attendance was higher than last year's so much so that additional parking space was allocated for Sunday. Free Parking on Apron 3 was handled very efficiently by the younger volunteers from the Malta Aviation Society. On Saturday, the VIP seating area complete with its own refreshment area was restricted to the official sponsors air X whilst on Sunday this area was available to the public for an additional €5 charge. Sadly, there was no official Press area this year but this did not preclude the accredited media from capturing all the action. The air show Facebook page was continuously being updated with news and photographs taken by the society's PR team. Spectators were close to where the taxiing aircraft and flight display took place, thus being in a strategic place to capture all the action.

Stands set up by local flying schools were kept busy with the public, mainly young students enquiring about the various pilot, cabin crew and other courses offered. The Armed Forces of Malta Air Wing and the Italian Military mission were also present with their own stand selling Army memorabilia - a haven for collectors.

On Saturday morning the public was given an extra and unexpected treat when a US Navy P-3C Orion arrived from its Sigonella base for a few touch and goes and ILS training. The organizers were swift to ask permission for this training exercise to be held on RWY 23 instead of RWY 31 and thus the public present at Park 4 in the late morning could enjoy and snap photos of the P-3 exercises.

An interesting new aircraft was the Malta School of Flying Tecnam P92-JS with registration 9H-MSF. This aircraft arrived in Malta on Thursday 25th September and was re-registered to 9H on Friday 26th, making it the latest addition to the Maltese aircraft register.

The Sky People Piper PA28-161 Warrior II with registration 9H-FLY also drew the crowds with its outstanding orange and white livery. The Piper is a much sought after aircraft for pleasure flying in Malta and enquiries at the air show were substantial.

Malta Wings provided a 10 to 15 minute local sightseeing tour with its Cessna 206 six-seat aircraft 9H-ADW at a cost of only Euro 29 including VAT which proved successful. The passengers boarded the aircraft from the air show apron and the flights took off RWY 23. This could hopefully be a start for more such tours in future air shows.

Both days concluded with the air display by the much awaited Red Arrows team. After last year's disappointment at the cancellation of their participation at the last moment due to the team's grounding in Sardegna whilst on their way to Malta, they surely made up for it this year - on the ground by making themselves available for signing of the Red Arrows booklet and other memorabilia as well as for photo opportunities with the public which were well received. The air displays were the full Red Arrows displays including the new Lancaster formation and concluded on both days with the special smoke - namely the red and white colours of the Maltese flag - a clear symbol of the bond which still exists between the British and Maltese populations.

The Red Arrows display coincided also with a special moment, when hardworking MAS committee member Paul Spiteri Lucas proposed marriage to his girlfriend Emanda Farrugia just before the Reds made the heart formation and this was dedicated to them by Red 10 Mike Ling who was doing the commentary. Good luck Paul and Emanda.

After the air show, an elated Joe Ciliberti, Chairman of the Malta Aviation Society told me that the committee and the volunteers were happy with the outcome of this year's air show despite the reduction of participating aircraft but the quality of aircraft and displays made up for this. Mr. Ciliberti thanked all involved in the success of this air show and said that work will commence in the coming weeks for the 2014 Air Show which he hopes will see more aircraft participation and who knows - maybe a special display team..... We wait and see.

All in all, It was another exceptional weekend at the air X Malta International Air Show 2013 and we are looking forward to the 2014 edition which will be held on the 27th and 28th September 2014.



The return of the Qatar Emiri Air Force Hercules and the NATO AWAC were well received by the public who queued for hours to board these two aircraft and get a better insight of the interior and operations by the helpful crews. The less well known Polish An-28, the Bryza which is the Maritime Patrol reconnaissance variant was also open to the public for a few hours, but unfortunately the German Navy P-3C Orion did not allow the public onboard.

The highlights of the air display were the Armed Forces of Malta Scottish Bulldog with registration AS0021 ably piloted by Flight Instructor Pilot Loreto Spiteri who gave two spectacular displays on Saturday and Sunday with such an aircraft. This was followed by the display from the Italian Pioneer Team with their Alpi Eagle 300 aircraft which included aerobatics, music & pyrotechnics.

On Sunday, the Airmalta Airbus A320-214 with registration 9H-AEO, in special colours took to the air for an awesome display, captained by Mark Micallef Enyaud - a flight to remember as this happened to be his last commercial flight before retirement. The captain put the aircraft to test and showed off his and the aircraft's aerobatic capabilities to the applause of the crowd.



NATO Boeing E-3A about to land at Malta



Red Arrows BAE Hawk T1, above. The air show volunteers in front of the German Marine P-3C , with 100th year Anniversary paint scheme, top right. Photo by Aiden Paul.

Armed Forces of Malta Scottish Bulldog piloted by Flight Instructor Pilot Loreto Spiteri , mid left. Airmalta Airbus A320-214 with a special livery performing on Sunday, mid right.

Film strip on the bottom, l to r: RAF Tucano, Polish Navy AN-28 Bryzia, RAF Eurofighter Typhoons, NATO Boeing E-3A AWACS boarded by the visitors, and typical air show souvenirs.



POSTCARDS FROM EUROPE

PHOTOGRAPHY AS NOTED



Italian Aeromacchi MB-326 by Y. Wakana



Hungarian JAS 39 Gripen by T. Shinoda



Freccie Tricolori by Y. Wakana



Turkish Stars by T. Shinoda



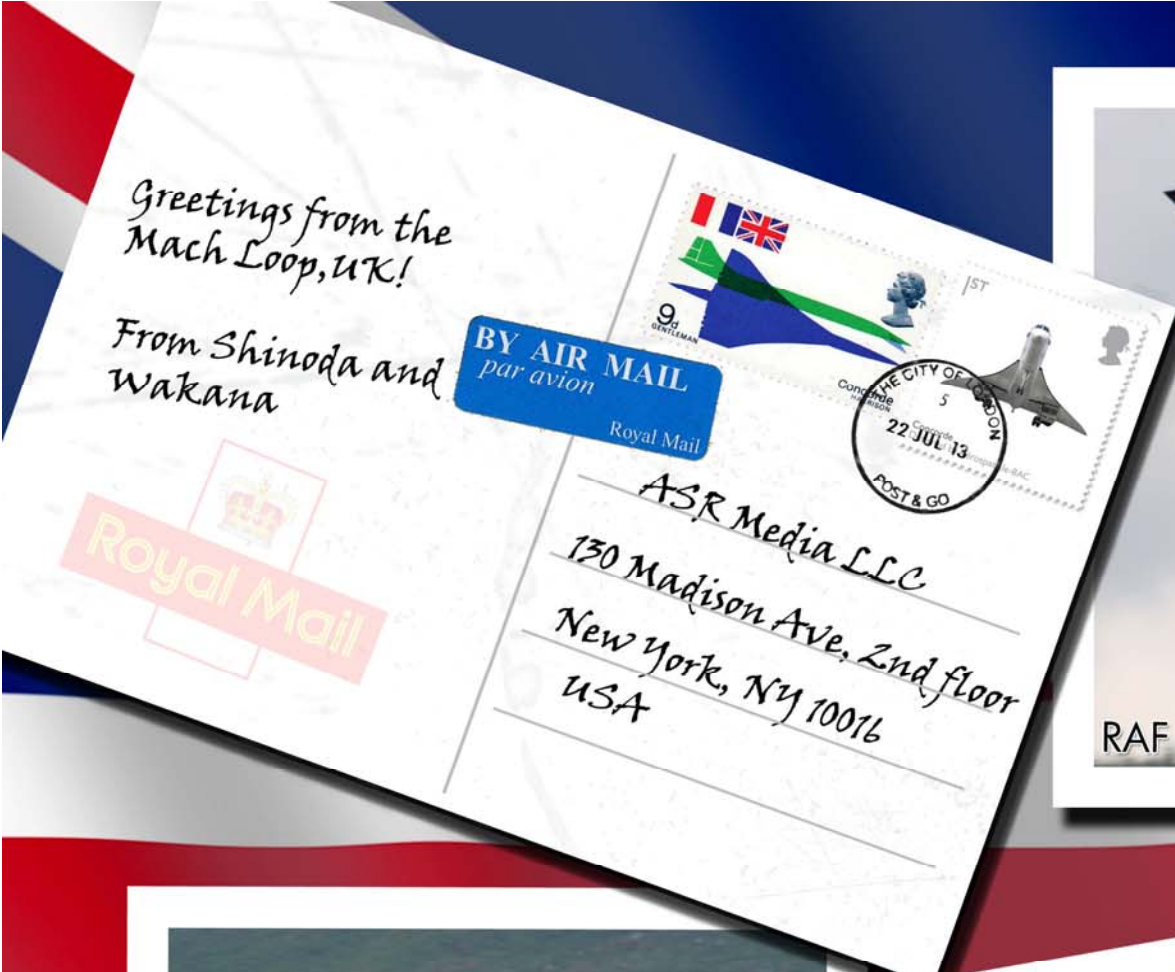
Belgian F-16 Solo Team by Y. Wakana



Czech Mil Mi-24 Hind by Y. Wakana



Austrian Eurofighter Typhoon by Y. Wakana



RAF TORNADO by Y. Wakana



RAF TORNADO by Y. Wakana



RAF TUCANO by Y. Wakana



RAF TORNADO by Y. Wakana



RAF HAWK by T. Shinoda



RAF TUCANO by Y. Wakana

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Junkers Ju 52 by Y. Wakana



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Fieseler Fi 156 Storch by Y. Wakana



P-47C by T. Shinoda



Gloster II Gladiator G-GLAD by Y. Wakana



Hispano Ha-1112M1L as a Bf-109 by T. Shinoda



Greetings from
Duxford, UK.
Wish you were here!!
From Shinoda and
Wakana

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Hawker Demon (front) Hawker Nimrod II by Y. Wakana



Supermarine Spitfire IXb & "Bf-109" by Y. Wakana

As close as you can get without being at an air show!

The Magazine

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