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April - May 2014
Volume 5, Issue 3

The Magazine



- ✈ Spotter Day Jagdgeschwader JG 74 Zell/Neuburg
- ✈ RADOM 2013, Poland
- ✈ The War Memorial of South Korea
- ✈ GIFU AB Open days, Japan
- ✈ Red Flag 14-1, Nellis AFB, Nevada
- ✈ The 47th FS' new home at Davis-Monthan AFB, AZ
- ✈ And so much more...



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Cover: Armée de l'Air Dassault Rafale and Mirage 2000N, photo by J. Fetcher © Armée de l'Air

Index page: Kawasaki T-4, Blue Impulse, at GIFU AB, Japan photo by Takeshi Shinoda



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

Welcome to our environmentally friendly April– May 2014 issue of *The Magazine*.

Our first coverage for the 2014 season started off with a bang! We were at Red Flag 14-1 exercises that recently resumed in the skies over Las Vegas, Nevada: for three weeks, beginning on January 27 and running through Valentine's Day, over 3,200 personnel and 160 aircraft deployed to Nellis AFB to take part in Red Flag 14-1, one of the largest and most ambitious exercises in the forty-year history of the training exercise.

We attended the Air Combat Command Heritage Flight Training and Certification Course held at Davis-Monthan Air Force Base, Tucson, Arizona, on media day.

While we were at D-M, we had an opportunity to see some of the former A-10 West Demo Team members who are still stationed at D-M and an interview with Chief of the newly relocated 47th Fighter Squadron (AFRC).

You can see our photo session on time delayed video by visiting our Facebook page or just clicking on this link <https://www.facebook.com/photo.php?v=10151996008566242&set=vb.178292701241&type=2&theater>

In the 2014 season we will continue to bring our readers an excellent variety of aviation events from air shows to military exercises, that makes *The Magazine* very unique, especially when it comes to e-based publication!

2014 North American Military Team Schedules



Aerotainment News
www.IndyTransponder.com
Air Shows ★ Air Racing ★ Aviation Heritage

Images from Spotter Day at Jagdgeschwader JG 74 Zell, Neuburg

PHOTOGRAPHY BY WOLFGANG JARISCH



Fly-by from Eurofighter 30+69 before landing.



Saab JAS-39C Gripen from Czech Air Force 211th tactical squadron from Čáslav in the foreground.

Former Neuburg F-4F



F-4F Phantom



Let L-410 UVP-E from Czech Air Force



Learjet 35A from German Air Rescue



Tornado from WTD 61 in Manching



Tiger mascot





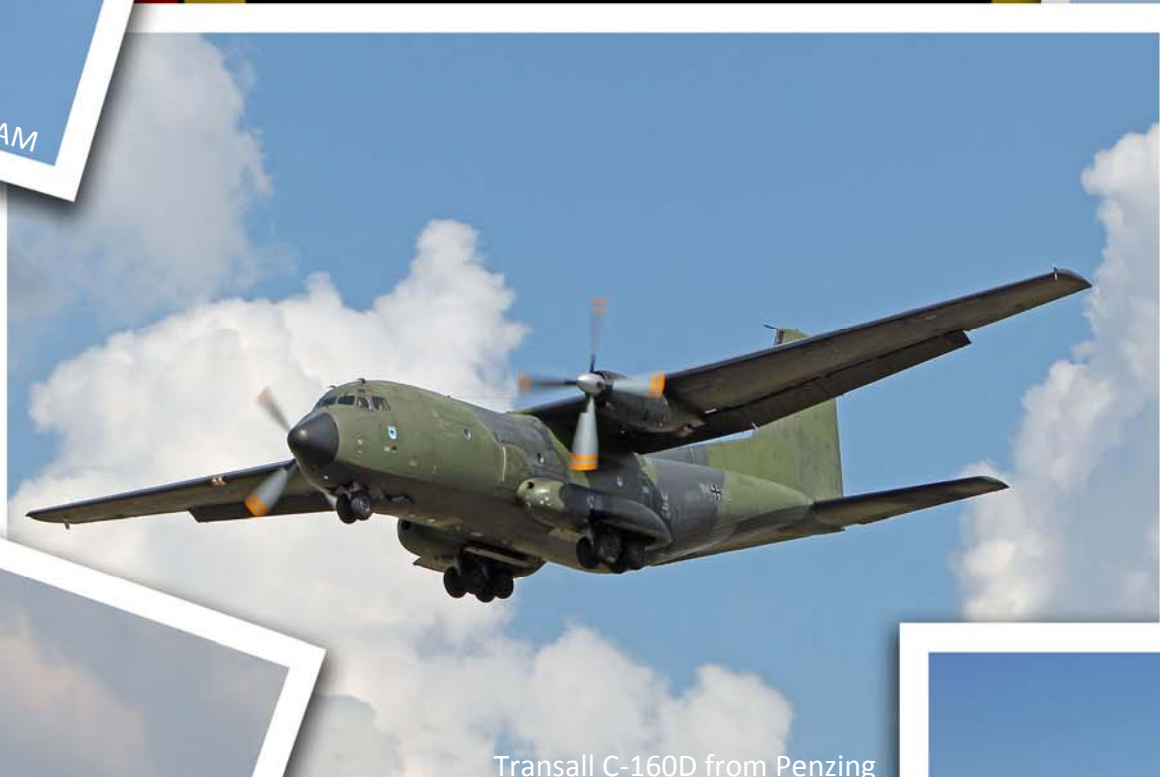
Belgian Air Force F-16AM



A newly painted Tornado IDS from JG 33 Büchel



Eurofighter — Bavarian Tiger



Transall C-160D from Penzing



Sikorsky CH-53GS from Laupheim



Tornado Arctic Tiger from AG 51 Schleswig-Jagel



Every two years, the Polish Air Force, the city of Radom, the Polish Aero Club AP and the Radom Military Socio-Cultural Association SWAT host the Radom International Air Show. This year's show was the 13th in the series of international air shows held in Poland and the ninth time this air show has taken place in Radom. Officials estimated that almost two hundred thousand people attended the two-day event; 80,000 on Saturday and 100,000 on Sunday. The Air Show, as has come to be expected, featured a rather large number of performers, both foreign and domestic. Aircraft from 20 countries were in attendance, either performing flying demonstrations or on static display: the total number of aircraft exceeded 210 aircraft and helicopters.

Radom Sadków Air Base is located roughly 100km south of Warsaw, a little over an hour's drive. Individuals can make the journey on their own, but I joined a package tour from Japan. Luckily the weather was comfortably nice with temperatures around 26C (~80F).

Unfortunately the air show site is set up such that the crowds face the sun until mid-afternoon, resulting in strongly backlit conditions for photography. But, as the gates opened at 8 AM and the show ended at 7 PM, with flying scheduled from 9 AM to 7 PM, there was still ample opportunity to get decent photos of at least some of the performers. In 2011 observation stands were set up on the north side of the runway, providing opportunities to photograph the action under better lighting conditions. However this year such seats were unfortunately not available! Instead, photo stands consisting of low, four-step bleachers were provided. An extra fee was required to access these stands, of which roughly 100 were available. Only 40-50 seats were occupied, perhaps reflecting the rather high price of 60 Euros for the two days!

Over all it was a good show highlighting many aircraft which are rarely seen in Western Europe or not all in North America.





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MIDNIGHT HAWKS OF THE FINNISH AF



POLISH AF ORLIK TEAM PZL-130



RED BULL CORSAIR F4U-4



TURKISH AF DEMO F-16



HUNGARIAN AF SAAB JAS-39 GRIPEN



ROMANIAN AF MIG-21bis LanceR



SU-27 FLANKER OF THE UKRAINIAN AIR FORCE

The War Memorial of South Korea

Article and photography by Wolfgang Jarisch



North American F-86D Sabre Dog

If you have a chance to visit Seoul, don't forget to visit the War Memorial. To many foreign visitors this is an unknown gem. The memorial is located in the heart of Seoul, easily reached by several subway lines: with subway line 4 it's about a 5 min walk from Sangaki Station or with subway line 1, about a 10 min walk from Nameyeong Station. Opening hours are from 09:00 – 18:00 (last admittance 17:00) everyday except Monday. Entry is 3 000 Won ≈ \$2.80 for adults and 1 000 Won for children.

This is the only South Korean memorial that has such a large collection depicting the Korean War. Additional exhibits illustrate many internal and external conflicts over the centuries. There are over 13 000 items, including 200 kinds of weapons in 6 exhibition rooms for visitors to see, apart from the aircraft, boats, trucks, tanks as well as many different kinds of missiles which are displayed in the outdoor area. The aircraft on display consist of aircraft used during the conflict as well some more modern ones from North Korea, South Korea and the US Air Force. These include the Sikorsky HH-19B Chickasaw, Sikorsky H-5H, Fairchild C-123K Provider, Curtiss C-46D Commando, North American F-86D Sabre Dog, Boeing B-52D Stratofortress, McDonnell Douglas F-4C Phantom II, Shenyang J-6, Douglas C-54D Skymaster, Korea Aerospace KT-1 Wong Bee, Stinson L-5G Sentinel, Hiller OH-23G Raven, Bell H-13 Sioux and so many others including the "Buwhalho"!

Buwhalho was developed during the Korean War in 1953 as a light observation aircraft and used also for liaison missions by instructors and technicians. This aircraft was in service with the Korean Aerospace University until 1960. It is a very significant relic, because it is the first aircraft designed and built entirely using Korean technology, and the only one built. President, Lee Seung-man named the aircraft Buwhalho (which means restoration / revival) and handwrote the name on the fuselage. It was used until 1960 but neglected until 2004 and rebuilt in 2011.

The War Memorial is definitely worth a visit.

안내도 (Guide Map / 案内圖)



전쟁기념관
The War Memorial of Korea
戦争記念館



Sikorsky H-5H



Buwalho: Korea's first aircraft



Sikorsky HH-19B Chickasaw



Shenjang J-6; the Chinese version of the MiG-19



Buwalho



North American F-86F Sabre



132mm Multiple Rocket Launcher "Katyusa"



Korea Aerospace KTX-1 Woong Bee



NHK-1 Nike Hercules K1 guided missile SAM



USS Midway Museum, San Diego, CA

Article and photography by Dan Adams

Vought F-8 Crusader



- Grumman A-6 Intruder, right
- Northrop Grumman E-2C Hawkeye, left



Visiting San Diego is a pleasure for many reasons. The weather is always perfect, there are beaches to enjoy and mountains to hike and of course, the world famous San Diego Zoo. But let's face it, we're aviation geeks and the question really is: what does San Diego have to offer us? Short answer, PLENTY! Long answer? Read on!

The USS Midway Museum is a prominent feature in San Diego Bay. Midway (CV-41) was laid down in October 1943, named after the famous WW2 Battle of Midway. Although she was commissioned too late to see service in WW2, she went on to serve for almost 50 years before finally being retired in 1992. She served combat tours in Vietnam and in Operation Desert Storm and won the Presidential Unit Citation in 1973. Today she is the largest museum devoted to carriers and naval aviation and has over 1 million visitors per year.

Midway hosts over 60 exhibits throughout her decks and boasts a collection of 29 meticulously restored aircraft that represent all of the types that flew from her flight deck during her long career. Aircraft include an EA-3 Skywarrior, F-14 Tomcat, F/A-18 Hornet, E-2 Hawkeye, F-8 Crusader, SBD Dauntless, SH-3 Sea King, RA-5 Vigilante and many more. As opposed to many museums with vintage aircraft, you can walk right up to most of the warbirds for an up close view.

Aside from the aircraft on display, the Midway has most of its internal spaces open to visitors. As with any naval ship, there is a great deal of climbing up and down narrow and steep ladders and cramming through cramped spaces while exploring. Among the areas to tour are the ship's sick bay, berthing spaces, squadron ready rooms, engine room, combat information center, radio room, brig, kitchen...the list goes on and on. Clearly, one needs to devote an entire day (if not more) to visit the museum. Comfortable clothing and shoes are also a must.

While the museum does a phenomenal job of immersing visitors in life on an aircraft carrier and the history of the USS Midway, there is a special bonus for folks while they are enjoying the museum. Just across the bay from the Midway is Naval Air Station (NAS) North Island, which is part of the largest aerospace-industrial complex in the US Navy (Naval Base Coronado). At any given time while aboard the Midway, visitors may be treated to an excellent view of the base's two aircraft carriers, the USS Carl Vinson and the USS Ronald Reagan, if they are in port. Luckily, during the author's visit to the museum both carriers were docked at the same time. In addition, NAS North Island is a very active facility with Hornets, Super Hornets, C-130s, Ospreys and more flying in and out of the base at regular intervals. In addition, Seahawk helicopters are constantly buzzing the Midway as they fly about the bay on various training missions and errands. It is virtually like watching an air show right from the flight deck of the Midway.

The Midway also has flight simulators (for an extra fee), excellent food options and a great gift shop. In the Fall of 2014, the museum will introduce a theater and multi-media show that will bring to life the story of the Battle of Midway.

The USS Midway Museum is a must-see destination for any aviation, military or history buff and it will likely take multiple visits to truly appreciate what it has to offer.

Hours: Open all year (except Thanksgiving and Christmas)

Tickets: \$19 Adult, \$10 Children (6-12). Active duty military and children under 5 are free (discounts available online)

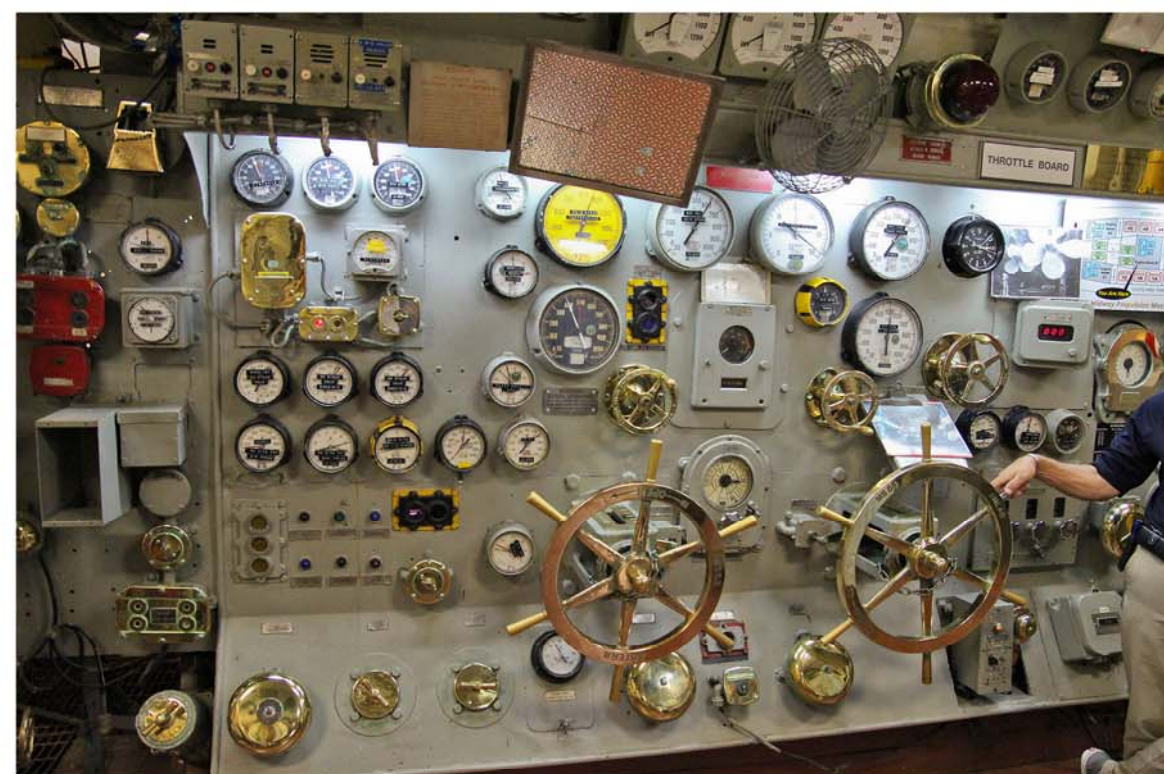
Parking: Available onsite for \$10



SH-3 Sea King



RA-5 Vigilante



Engine room control panel



Entrance to the USS Midway Museum



EA-3 Skywarrior



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Scott Yoak's P-51 Quick Silver

WARBIRDS OVER MONROE

Article and photography Ricardo von Puttkammer

The Sixth Annual Warbirds Over Monroe Air Show took place on November 9 and 10, 2013 at the Charlotte- Monroe Executive Airport. Monroe is located 25 miles southeast of Charlotte, North Carolina's largest city.

A few months before Veteran's Day In 2005, two friends were talking over a couple of beers in one of the hangars at the Airport. They decided that it was time to honor those who have served the country in the military. Robert Yanacsek and Robert Russel called a few friends and around Veteran's Day that year they held a Fly-in at the airport. Warriors & Warbirds was then born. The seeds were sown to what became one of the premier warbird air shows in the Southeast.

No less than three Mustangs and two Corsairs were among the warbirds flying at the show this year. Scott Yoak flew his beautiful P-51 Quick Silver several times each day. The other P-51s were Swamp Fox, Obsession and Angel's Playmate. Jim Tobul flew his F4U-4 Corsair along with CAF F4U-1D.

The traditional flag drop was followed by a formation flight of four T-6/SNJ's. Greg Shelton performed twice with his Stearman. At the beginning of the show, he did his solo routine. Later he performed with wing walker Ashley Battles, which included a surprise pass in front of a fireball on Sunday.

Yanacsek flew his FW-149D together with two Pilatus P-3s and a rare Temco T-35-A, making several low passes in front of the crowd. Greg Koontz and the Alabama Boys did their comedy routine with his 1946 Piper J-3 Cub where he lands on top of a moving pick up truck!



Vans RV-8

He also flew his Super Decathlon late in the show. B-25 Briefing Time, SBD-5 Dauntless and a Beechcraft AT-11 participated in realistic bombing runs thanks to the great job by the Tora Bomb Squad and their pyro work creating huge fireballs throughout the bomber runs. The fighters also flew strafing and bombing runs, culminating in a formation flight over the Great Wall of Fire!

Other performers were Keith Davis, flying his solo routine in the Pitts S-2B, The Aerostar Team flying their 3 Yak-52TWs. Also flying at the show were two T-28 Trojans and a L-39.

The Tinker Belle, a C-46 owned by the City of Monroe and maintained and crewed by Warriors and Warbirds was one of the main attractions on static display along with the Spirit of Freedom, a C-54 from the Berlin Historical Foundation. A Cessna O-2 Skymaster and a C-45 were also on static display.

The beautiful Manhattan Dolls provided musical entertainment. As in past years, the hangar dance was held on Saturday night with music by The Salisbury Swing Band and a fantastic performance by the great Theresa R. Eaman. Hugh Oldham was the air show announcer.

Each day the gates opened at 9 AM, while flying started at 12 PM. The air show ended at 4:30 PM. There were sufficient bathroom facilities and food vendors. The good weather attracted thousands of people who came to watch the air show over the weekend.

ASR Media would like to thank Robert Yanacsek, Robert Russel, Ginger Gauert and George Cline for their assistance during our coverage of the air show.



Beech AT-11



Greg Shelton's PT-17 Stearman - Ashley Battles



Vought F4U-4 Corsair



Theresa R. Eaman

GIFU OPEN DAYS

REPORT AND PHOTOGRAPHY BY T SHINODA

The Japan Air Self-Defence Force (JASDF) at the Gifu Airbase held its annual Open Days, on 24th of November, 2013, which usually attracts a large number of spectators. Gifu AB is also home of the Kawasaki Heavy Industries, which has been manufacturing and testing military aircraft at this site since before WWII.

Gifu AFB is located in Kakamigahara City, 13.0 km east of Gifu in the Gifu Prefecture, and 35 km north of Nagoya, Japan.

For 2013, approximately 150,000 visitors attended the event, or about a 50% increase from last year. This was attributed to the fact that the Bell Boeing V-22 Osprey was to be present. The Osprey is an interesting and somewhat political topic in Japan.

The Osprey had a high number of accidents in the early deployment phase of the aircraft and the Japanese were not exactly keen about letting it fly over Japan. Nevertheless, here the spectators expressed strong interest. However, their wish to see the V-22 Osprey was not to be due to the typhoon in the Philippines. The MV-22s from MCAS Futenma, Okinawa, were deployed to fly in relief aid to the Philippines by the US Military. JASDF is considering introducing the Osprey in a few years and felt it necessary to make its debut to the public. Among the flying displays were the famous Blue Impulse Team flying the T-4, over all the displays were well liked by the visitors.

ASR stayed in the dedicated Media area, which was on the opposite side of the runway, with great lighting conditions, while we missed the static display due to this, the public area was not ideal as it had strong back-lit conditions.

ASR Media LLC, would like to thank Mr. Nagamura of Public Affairs of the JASDF, Gifu Base, for their cooperation and hospitality.



Mitsubishi UH-60J





Mitsubishi F-2

GIFU OPEN DAYS



Kawasaki EC-1



Kawasaki C-1



Mitsubishi F-15DJ Eagle



Hawker Siddeley HS-125 U-125A

GIFU OPEN DAYS



Mitsubishi F-15J Eagle



Blue Impulse T-4



Kawasaki C-1 & Mitsubishi F-15J Eagle



Fuji T-7



Gifu AB fly-by

GIFU OPEN DAYS



Mitsubishi F-2



KC-767J

LIGHTNING STRIKES CHINO

ARTICLE AND PHOTOGRAPHY BY NORMAN A GRAF





P-38F "Glacier Girl"

P-38L "Honey Bunny"

The P-38 Lightning was the only American fighter plane in continuous production during the entirety of the US involvement in World War II. Over 10,000 Lightnings of various models were produced at the Lockheed plant in Burbank, California. So it was entirely fitting that "Lightning Strikes Chino!" was the theme for the 2013 Planes of Fame Museum's air show. The goal was to assemble as many flying Lightnings as possible and put them in the air at the same time. Expectations in the warbird community were running high in the months leading up to the show. But so were doubts and apprehension; this wasn't the first time this had been attempted. In 2010 all six of the P-38s still flying in the US were expected to perform at the California Capital Airshow in Sacramento, CA and the following week at the National Air Races in Reno, NV. In the end, five assembled and took off from Chino, but one experienced engine problems and had to land en route, leaving "only" four to perform. But this year was different.

Ten days prior to the show, the museum invited media representatives to a preview event, featuring an air-to-air photoshoot of the museum's Lightning and Mustang. The day dawned grey and overcast and it wasn't clear if any flying was going to take place. But soon enough the skies cleared sufficiently for the P-38J "23 Skidoo" and P-51D "Wee Willy II" to take to the air, soon followed by the photo planes. But the same winds which had cleared the clouds contributed to some of the most turbulent air-to-air photographic conditions this correspondent has experienced. It was amazing how smoothly John Hinton in the Mustang and John Maloney in the Lightning formed up and seemed to glue themselves to the wing of the photo plane, even while we photographers were battling to get a good angle. Trying to shield the reflections on the plexiglass while not scratching it or damaging lenses was challenging, but well worth the effort. Of course, having four-time (now five-time) Reno unlimited champion Steve Hinton Jr. at the controls of the photo plane was just icing on the cake. Too quickly we were back on the ground, swapping positions with the next round of photographers.

In the end, six Lightnings, from the early P-38F model to the late F-5 photoreconnaissance model, were on display in Chino. The highlight of the show was seeing five of the seven flying P-38s in the world in the air at the same time. The Lightning Strike featured P-38F "Glacier Girl," P-38J "23 Skidoo," P-38L "Honey Bunny," P-38L "Thoughts of Midnite," and P-38L "Tangerine." After forming up and making a formation pass over the crowd, the individual Lightnings made many high-speed, low-altitude passes, banking hard to provide the masses of photographers beautiful top-side shots. Steve Hinton ended the session with a solo demonstration of the P-38's aerobatic capabilities in "Glacier Girl." A Heritage Flight was flown earlier in the day by Steve Hinton and Kevin Eldridge in "23 Skidoo" and "Thoughts of Midnite."

ASR Media would like to thank the museum for inviting us to the media day activities, and to the staff, sponsors and volunteers which made the air show such a success.

P-38F "Glacier Girl" Lewis Vintage Collection
P-38J "23 Skidoo" Planes of Fame Air Museum
P-38L "Thoughts of Midnite" Comanche Fighters
P-38L "Honey Bunny" Allied Fighters
P-38L "Tangerine" Jack Erickson
F-5G Yanks Air Museum (static)



Steven Hinton Jr.



P-38L "Thoughts of Midnite"



A very rare formation flight of five Lightnings!



P-38J "23 Skidoo"



P-51



P-38L "Tangerine"



P-38J "23 Skidoo"

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Aircraft movements in Malta (July-December 2013)

Article and photography by Ray Biagio Pace

If the first six months of 2013 provided Maltese Spotters with interesting aircraft movements, the second half of the year was even better. The second quarter of 2013 saw five new airlines starting operations to Malta - Air Baltic, Transavia.com, Wizz Air, Turkish Airlines, and Monarch, whilst others either re-started scheduled flights for summer or operated charter flights or fuel stops. In this period, Emirates started operating its Malta flights with B777-31H, thus alternating with the B777-21H aircraft.

Sunday remained the busiest day for the Malta International Airport not only throughout the summer period but till the end of the year. This despite the fact that the 9 Sunday charter flights from Germany operated by Air Berlin, TUI Fly and Condor to ferry passengers to/from Malta (these flights were in connection with a sea passenger cruise starting and finishing in Malta) ended operations in October.

Undoubtedly the Air-X Malta International Air show which was held on Saturday 28th and Sunday 29th September 2013 was the highlight for aviation enthusiasts. The following aircraft participated in the flying display:- The Red Arrows, Tucano Display Team 2013 from the 72R Squadron, Italian Air Force (MIATM) AB-212-SAR Display, Armed Forces of Malta Alouette III, Armed Forces of Malta Scottish Aviation Bulldog T1, Alpi Pioneer 330 Acro Aerobatic Team, Mudry CAP-21DS Silver Chicken, Czech Sports Aircraft PS-28 Sportcruiser, whilst the Qatar Emiri Air Force C130-J, 2 RAF Typhoon, 2 RAF Tornados GR4, 2 RAF Hawks T1A, RAF Tucano, RAF King Air B200, German Navy P-3C Orion with special markings "100 Jahre Marineflieger", Polish Navy M28 Bryza, NATO Boeing E-3A Sentry, Italian Air Force (MIATM) AB-212, Air X Embraer ERJ-135BJ Legacy, Eclipse Aviation EA-500, various aircraft from the local flying schools and microlights took part in the static display.

Being a hub in aircraft maintenance, numerous aircraft flew in for maintenance at Lufthansa Technik Malta, SRT Technics Malta, Medavia and MCM craft were Lufthansa, Easyjet and Medavia aircraft since these but other airlines such as Brussels Airlines, Arik, Kingfisher and aircraft for maintenance in the Malta plants.

Military movements continued in abundance with the highlights being the Venezuelan Air Force, Shaanxi Aircraft Co. Y-8F-200's and the Belgian Air Force Lockheed Hercules C130 with special colours. Other military arrivals included Royal Saudi Air Force Typhoons from Warton base in the UK on delivery flights at the Malta International Airport, and various Royal Air Force BAF C130's, Belgian Air Force C130's, Royal Netherlands Air Force C130 and French Air Force Transall C-160R, French Air Force C130H, Ukrainian Air Force Ilyushin IL-76MD and Russian Air Force Ilyushin IL-76MD, RAF BAE-146, French Air Force Embraer EMB-121AA Xingu and the Italian Air Force Alenia C-27J Spartan, on fuel and overnight stops. In late December, we were delighted with frequent visits by the RAF Voyager KC3 A330-243MRTT aircrafts straight till New Year's Eve afternoon for training visits....a great aircraft to end our 2013 spotting with.

Cargo aircraft kept coming regularly, and included Qatar Airways Cargo Boeing B777-FDZ, Qatar Airways Cargo A330-200F, Dubai Air Wing B747-400F, World Airways Cargo B747-4H6, Cavok AN12B, Volga Dnepr IL76, Volga Dnepr A124, Polet AN124-100, Cavok AN74TK-100, Air Bright Antonov An-26B, TMA Cargo Airbus A300-600F and the Antonov Design Bureau Antonov AN124-100. Interesting to note that in mid-August, DHL operated its cargo flights with Air Contractors B737-476SF aircraft.

The Business Jets and other private aircraft movements increased during the period under review. Aircraft included Vista Jet Canadair CL-600-2B16 Challenger 605, Air National Australia Bombardier Global Express, Libyan Air Ambulance Cessna 560XL Citation XLS, Windrose Air Gulfstream Gulfstream V, Aero Rio Taxi Dassault Falcon 2000, London Executive Aviation Embraer ERJ-135, German Air Rescue Learjet 35A, Rotana Jet Aviation Airbus A319-115CJ, NetJets Europe Hawker 800XP, Execujet Dubai Dassault Falcon 900DX, Arab Wings Gulfstream G450, NasJets Hawker 750, Elitavia Bombardier BD-700-1A10 Global 6000, Comlux KZ Bombardier Challenger 850, Air X Embraer ERJ-135BJ Legacy 600, Luxembourg Air Rescue ambulance Learjet 45 and the Aeris Aviation Eclipse Aviation EA-500 amongst the long list of movements.

Other interesting aircraft were the Hi Fly Airbus A340-600 which was



registered as 9H-SEA, Augsburg Embraer EMB-190-100LR reg D-AEMF, Kingfisher Airbus A330-200 reg D-ANJB, Belavia Boeing B737-524 reg EW-250PA, Air Nostrum Bombardier CRJ-1000 Next Gen reg EC-LPG, Alitalia A320-214 reg EI-DSA with special colours and title "Muoviamo chi muove l'Italia", EasyJet Airbus A320-200 reg G-EZUI, Travel Service Slovakia Boeing B737-8FH reg OK-TVF, Danish Air Transport McDonnell Douglas MD-87 reg OY-JRU, SAS McDonnell Douglas MD-82 reg OY-KHE in Star Alliance livery, Virgin Atlantic Airways Airbus A340-600 reg G-VEIL for maintenance at Lufthansa Technik Malta, EasyJet Airbus A320-214 reg G-EZUG with "Moscow" titles, Bulgarian Air Charter McDonnell Douglas MD-82 reg LZ-LDN, Lufthansa Airbus A340-313X reg D-AIGZ for maintenance, Smart Wings Boeing B737-8K5 reg OK-TVP, Smartlynx Airbus A320-200 reg ES-SAL, Lufthansa Airbus A321-100 reg D-AIRX in Retro livery, Welcome Air Dornier 328-110 Air Ambulance, Thomas Cook Boeing B757-21K/ER reg G-WAJN with new tail logo.

Delivery flights of aircraft continued through Malta International Airport. Amongst the aircraft which stopped in Malta one finds the Yemen Air Force Airbus Military CN-235 reg 168988/2211 on a delivery flight to Yemen, Airbus Military C-295 reg EC-001 and EC-004 on delivery flights, Senegal Airlines Airbus A320-200 reg 6V-AIJ on a delivery flight to Senegal, Air Kenya Cessna 208B Grand Caravan reg N81450, Air Excel Cessna 208B Grand Caravan reg N81471, Weaver Aero International Cessna T240 Corvalis TTx reg N9487E, Royal Air Force Eurofighter EF-2000T reg ZK087/319 and ZK088/320 on delivery to Saudi Arabia, Yemen Air Force Cessna 208B Grand Caravan reg N8141H and N8143Q on delivery to Yemen.

A good number of helicopter visits onboard Navy ships and private yachts were recorded, amongst which were the Danish Air Force Westland Super Lynx Mk.90B reg S-191, Russian Naval Aviation Kamov Ka-27PL reg 37-Yellow, German Navy Westland Super Lynx Mk.88A reg 8306 and 8323, Skymedia AG Agusta Westland AW-109SP Grand New reg HB-ZPX, Royal Netherlands Air Force Aerospatiale AS-532U-2 Cougar reg S-453, and the Ellitelina Eurocopter AS-350 B3 Ecureuil reg I-MIAZ.

Malta International Airport continued to receive aircraft for military training which added to the spotter's delight. These included the Royal Air Force Voyager KC2 reg ZZ331 and KC3 reg ZZ333 and ZZ335, the United States Navy Fairchild/Swearingen C-26D Metro III reg 900530 and 910502, Lockheed P-3C Orion reg 157319/319/RD and 159323/323/RD, 161767/767/RD and 159507/507.

All in all, 2013 was another year full of interesting movements at the Malta International Airport, and the movements for the first weeks of 2014 indicate that this year will be another interesting year.

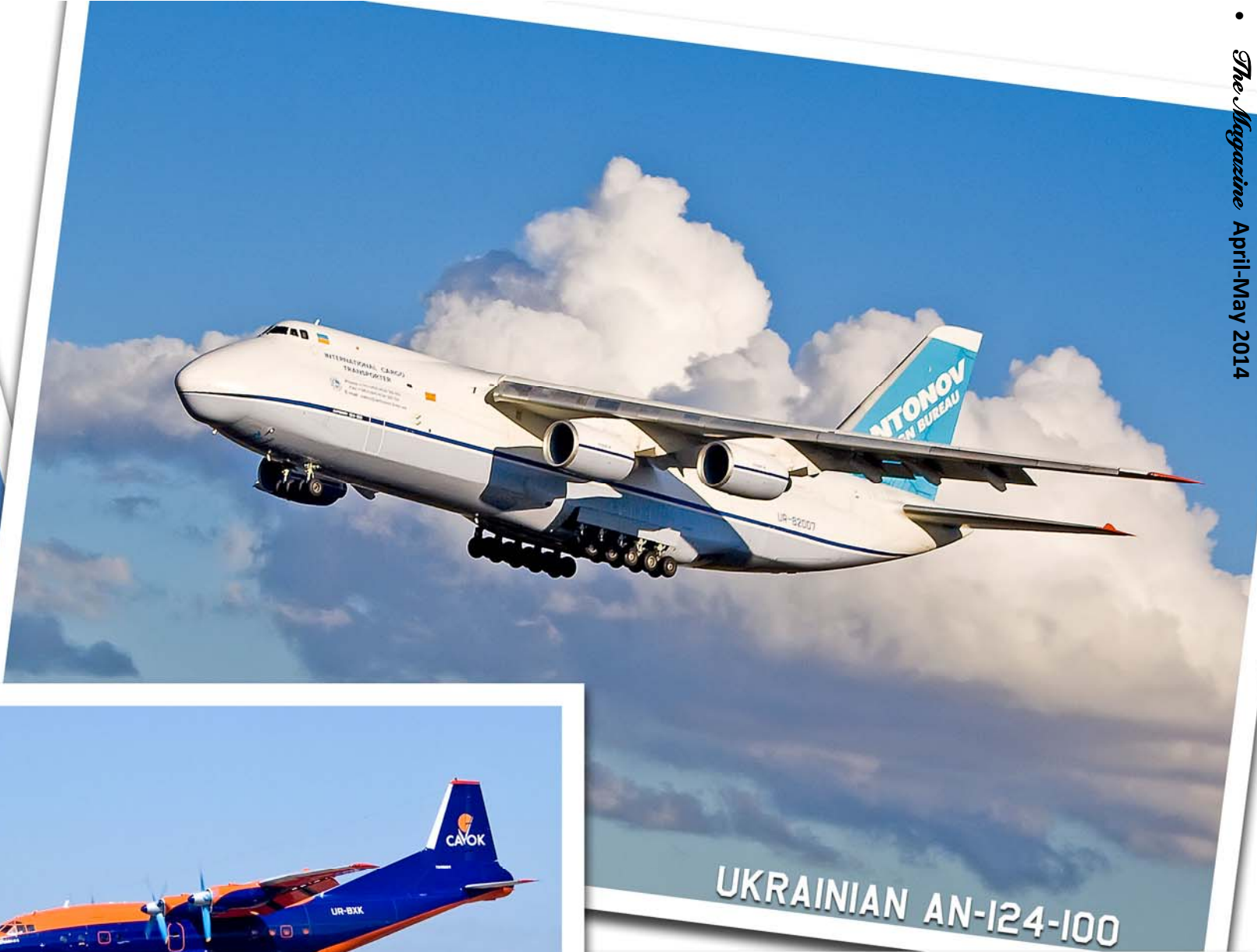


VENEZUELAN AIR FORCE SHAANXI Y-8F-200



VENEZUELAN AIR FORCE SHAANXI Y-8F-200

UKRAINIAN YUZMASHAVIA IL-76TD



UKRAINIAN AN-124-100



SPANISH AF AIRBUS MILITARY C295



UKRAINIAN CAVOK AN-12BP



RUSSIAN AF AN-124-100



UKRAINIAN AF IL-76MD

RAF VOYAGER KC3 A330-243MRTT



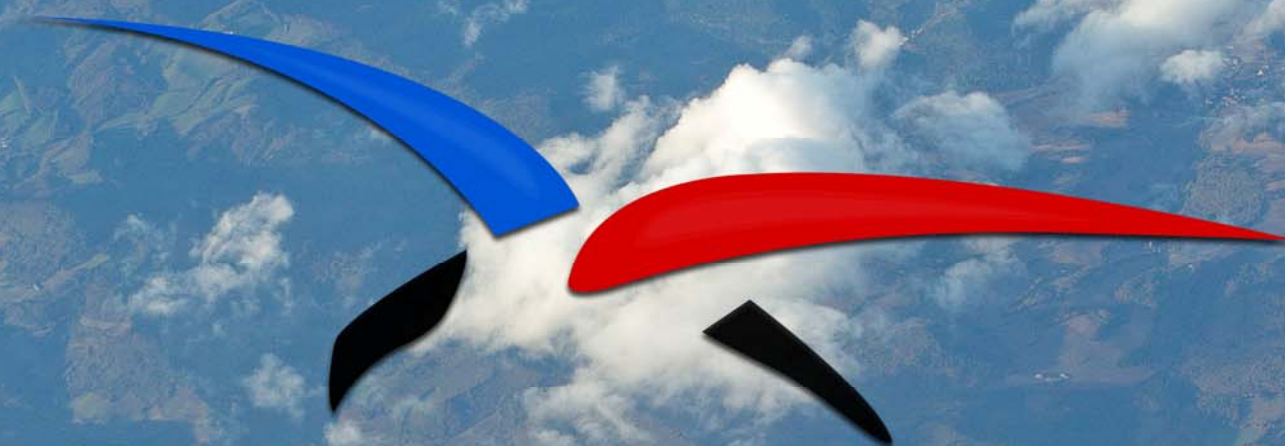
QATAR B777-FDZ



WORLD AIRWAYS B747-4H6



AIR BERLIN B737-86J(WL)



ARMÉE DE L'AIR IMAGES FROM OUR FRIENDS

We are very proud to display air-to-air images that ASR Media LLC received from the French Air Force. Armée de l'air is celebrating their 80th year in 2014. We will be featuring several images over the next couple of issues. In 1934 it became an independent military arm. Vive la France!

Two Dassault Rafale B about to refuel from an Armée de l'air KC-135FR Stratotanker

J. Fletcher © Armée de l'air 2013



Two Dassault Rafale B



ARMÉE DE L'AIR

Two Dassault Rafale B and a Mirage 2000N





RED FLAG 14-1

ARTICLE AND PHOTOGRAPHY BY NORMAN A GRAF

Red Flag exercises recently resumed in the skies over Las Vegas, Nevada: for three weeks, beginning on January 27 and running through Valentine's Day, over 3,200 personnel and 160 aircraft have deployed to Nellis AFB to take part in Red Flag 14-1, one of the largest and most ambitious exercises in the forty-year history of the training exercise. Assets from the US Air Force, Navy and Marines were joined by coalition forces from the United Kingdom and Australia, all training to go into combat situations and to be more effective and survivable when they do. Begun during the Vietnam War to improve the tactical dogfighting skills of fighter pilots, the exercises have matured into a much broader training effort which encompasses command and control, real-time intelligence, analysis and exploitation, as well as sophisticated electronic warfare.

Planners used an almost year-long hiatus, caused by the budget sequestration process that led to the cancelation of last summer's Red Flag 13-3, to put together more complex and integrated mission scenarios which employ and integrate intelligence, surveillance and reconnaissance assets into the mix. For the first time ever, there is continuity from one day to another. In previous Flags, going back 40 years, every day of Red Flag was a new war because the initial piece of a war is the most intense, when all the airframes and all the air defense assets are up and running. That presented the most intense combat situation that could be simulated, but it did not allow the effects of mistakes which were made or lessons which were learned to be naturally integrated into following-day or later scenarios. By all accounts, having that mission continuity as an integral part of this exercise has already begun to show huge payoffs, especially feeding in real-time intelligence and surveillance information. In addition to the primary training audience, which is the inexperienced fighter pilot, there is a group of experienced pilots participating in the joint warfighter preparation course, which trains them to be mission commanders capable of combining all the pieces of a modern air combat force and effectively employ them to accomplish a mission.

All of this activity takes place over the roughly three million acres of the Nevada Test and Training Range which is equipped with world-class ground threats and targets as well as world-class airspace in which to maneuver. During the exercise, the "Blue Forces," consisting of all the visiting units, are tasked with planning and carrying out various mission scenarios. The 64th and 65th Aggressor Squadrons based at Nellis AFB simulate the airborne threats that are arrayed to deny the success of the mission. By studying various nations around the world and working out who might be an adversary and what sort of tactics they might employ, these "Red Forces" provide a highly realistic combat training environment available nowhere else in the world. It's one reason why Air Forces from around the globe are so keen to take part in Red Flag. Although spotting from off-base is fairly easy, accredited media are invited on base to photograph from between the two runways during departures and recovery, providing unrivaled access. Select members of the media pool are further afforded the opportunity to ride along on a tanker flight and observe the aerial refueling which plays such an important part in these exercises. See our review on page 66.

ASR Media would like to thank the staff of the 99th Air Base Wing Public Affairs Office for all of their support during our visit, in particular Maj. Teresa Sullivan, A1C Jason Couillard and A1C Monet Villacorte.

RED FLAG 14-1



RAF Tornado GR4



64 AGRS F-16



EC-130H "Compass Call"



E-3 Sentry



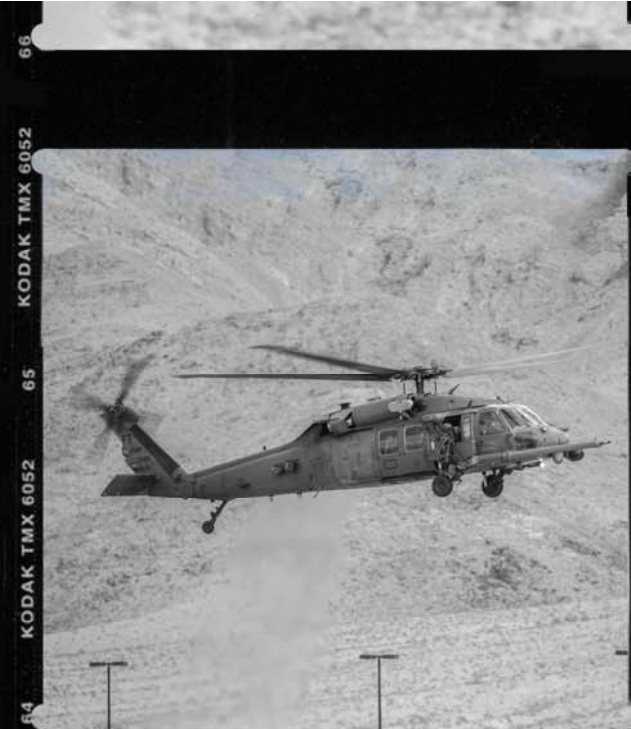
RAF Tornado GR4



64 AGRS F-16



RAF Typhoon



UH-60 Pave Hawk



B-2 "Spirit of Ohio" in the air and B-2 "Spirit of Texas" on the tarmac.



RED FLAG 14-1





F-22 Raptor Flight



F-15E Strike Eagle



RAAF E-7 Wedgetail



RAAF F/A-18A Hornet



RED FLAG 14-1



Legacy Hornet Flight: RAAF and USMC



64 AGRS F-16



65 AGRS F-15C



RED FLAG 14-1

64 AGRS F-16 passing Thunderbird lineup

ASR MEDIA LLC DIGITAL

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RAF Tornado GR4



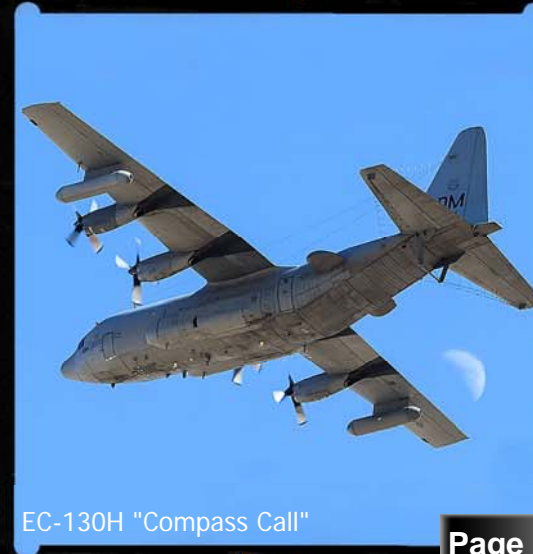
EA-18G Growler



RAF Typhoon



EA-18G Growler



EC-130H "Compass Call"

RED FLAG 14-1

TANKER FLIGHT 101, NELLIS AFB, FEBRUARY 6, 2014



The day dawned grey and overcast, a light rain was falling. It was not an auspicious start to my last day at Red Flag. I was scheduled to fly on a KC-135R Stratotanker for an aerial refueling mission and it wasn't looking good. My flight had already been rescheduled once and now I was afraid that the mission would be scrubbed. At 11:00 I joined the other members of the media at the Area 2 gate of Nellis AFB, to wait for our escorts. Much of the discussion was devoted to the low success rate of actually getting airborne: one media correspondent was on his tenth attempt. However, we were soon picked up by our contacts from the PAO, assured that the flights were on and dropped off at Base Operations where we were divided into two groups. The Red Forces tanker flight was not available for media, so we would both be photographing Blue Forces. I had requested a seat on the Multi-Point Refueling System (MPRS) tanker since I wanted to be able to photograph the largest variety of aircraft, especially the RAF Typhoons and Tornados, the RAAF Hornets as well as the Navy and Marine aircraft participating in Red Flag 14-1. All of these platforms use the probe-and-drogue refueling system, with the refueling probe of the aircraft mating with a flexible hose equipped with a basket at the end. The US Air Force uses a boom system: a telescoping metal tube is extended from the tanker and maneuvered into the refueling receptacle located on the receiving aircraft. MPRS-equipped tankers have both the standard boom as well as two wingtip pods which can deploy the drogue systems and can also refuel two aircraft simultaneously.

I was therefore glad to hear that I was assigned to A1C Jason Couillard's group. He, along with A1C Thomas Spangler, would be in charge of the four of us media photographers as we refueled coalition aircraft aboard the MPRS-equipped tanker. TSgt Justin Dixon, 93d Air Refueling Squadron, Fairchild AFB, gave us the pre-flight briefing, with a very thorough explanation of all of the emergency procedures. We then headed out onto the tarmac to our aircraft: my KC-135R was A.F. Serial No. 61-0311. The first two digits indicate that this airframe was ordered in 1961, making me the only passenger actually older than the aircraft! Although flagged as a 931st Air Refueling Group bird out of McConnell AFB, it was manned by a 92d Air Refueling Squadron crew out of Fairchild AFB. Access to the Stratotanker is via a ladder located just behind the cockpit. Once inside, we were greeted by a spacious but spartan interior. We were given another safety brief, which included opening and removing the emergency overwing doors. That's not something you get to do on commercial airliners! We also had to carry with us an EPOS, the emergency passenger oxygen system. In the unlikely event of a loss of cabin pressure no masks would be falling from the ceiling: we had to carry the system with us. We were also cautioned to be extremely careful when moving about the cabin. The floor is completely covered with bolted-on rollers which protrude several inches above the floor. These facilitate the movement of pallets when cargo is being hauled but pose a real trip hazard, especially when photographers eager to get "the shot" are scurrying from window to window. I was fortunate enough to secure a spot in the cockpit jumpseat for takeoff. Once I was strapped in with headset secured, I was able to watch and listen as Captains Trisden Wright and James Nussey, 92d Air Refueling Squadron, Fairchild AFB, went through their pre-flight preparations. Soon enough, we were racing down runway 21R straight towards the Vegas Strip. Rotation was smooth and we climbed steeply and banked sharply to the right as we headed out to the Nevada Test and Training Range. Our callsign for today's flight was "Enco 46."

While we gained altitude and assumed our position in the racetrack pattern, SRA Josh Ortega filled us in on our mission. Ortega is the boom operator, or "boomer," and is responsible for refueling aircraft. He lies prone at the rear of the aircraft looking rearward through a plate-glass window. He controls, or more correctly "flies," the boom with two joysticks, one in each hand. One moves the boom vertically and horizontally, the other extends and retracts the boom. Another system allows him to deploy the MPRS drogues on either or both sides of the aircraft. About an hour into our flight we were joined by our first customer, a Marine EA-6B Prowler, of VMAQ-4 "Seahawks" out of MCAS Cherry Point. Next, a flight of three F-16CMs from the 55th Fighter Squadron, Shaw AFB, appeared. The grey fighters approached stealthily, barely visible against the grey rainclouds, formed up on our port side, then one-by-one slid smoothly over to line up with our tanker. Ortega swiftly but expertly maneuvered the boom into position and soon each Viper had its fill.



EA-6B Prowler, VMAQ-4 "Seahawks" MCAS Cherry Point

Next to the "boomer's den" are small benches on either side where we were allowed to photograph the process. Lying on my stomach, I strained to get a good shot: the window was streaked with fluid, the sunlight reflecting crazily off the cockpit of the F-16. Thankfully I had been stretching earlier in the day, so my contortions did not result in cramps. Despite all this I was having the time of my life! I was literally feet away from a heavily armed fighter jet refuelling in the air. And luckily my bizarre manoeuvres to get a decent shot did not result in my bumping the "boomer." I could just see the headlines in the newspapers... One by one the Vipers formed up on our starboard side, seemingly mere inches from our wingtip, then peeled off and departed as a group. Next to show up was a pair of RAAF Hornets. Unfortunately, the side windows on this KC-135 were very small, the plexiglass was rippled and distorted, and the drogue was extended rather far, so photographing these aircraft, as well as the Typhoons which followed, was very difficult. Nevertheless it was a thrill watching them form up before and after tanking, then, with a thumbs-up, depart with a wing-over. About two hours into our flight we were informed that the afternoon's mission had been scrubbed due to the deteriorating weather conditions. We had refuelled eight aircraft: four different types, four different air services, three different countries. Not bad for my first tanker flight!

None of this would have been possible without the terrific support of the 99th Air Base Wing Public Affairs Office. Thanks in particular to A1C Monet Villacorte for handling all of the scheduling arrangements and A1C Jason Couillard for his support during the flight. Thanks also to the crew of flight "Enco 46": Captain Trisden Wright (center), Captain James Nussey (right), and SRA Josh Ortega (on left), 92d Air Refueling Squadron, Fairchild AFB.



RAAF F/A-18A Hornet



RED FLAG 14-1



RAF Typhoon

RED FLAG 14-1



F-16CMs of the "Fighting 55th" Shaw AFB





2014 HERITAGE FLIGHT TRAINING AND CERTIFICATION COURSE

ARTICLE AND PHOTOGRAPHY BY ASR MEDIA LLC

The 2014 Air Combat Command Heritage Flight Training and Certification Course took place at Davis-Monthan AFB from February 25 through March 3.

The mission is to train civilian pilots of historic military aircraft and Air Force pilots of current fighter aircraft to safely fly formations together. This year's warbirds included (4) P-51 Mustangs; "Fragile but Agile," "February," "Bum Steer," and "Double Trouble Two"; (1) P-40 Warhawk; (1) P-38 Lightning; "Thoughts of Midnite;" (1) P-47G Razorback Thunderbolt; "Snafu" and (2) F-86 Sabrejets; "Hell-er Bust X," and one in 4th fighter interceptor wing colours. The ACC aircraft included the F-22 Raptor and the F-16 Fighting Falcon.

The media day was held on February 28th from 8 AM to 9:15 AM for statics, and with another hour for interviews, and around 10:45 AM all were taken back to the parking lot.

ASR Media managed to take a group photo of the F-22 ground team but unfortunately without the pilot. We could not get an interview with any of the Heritage Flight civilian pilots despite several requests through the Public Affairs Office.

While it is always a great opportunity to photograph static warbirds, it would have been much better to photograph them in the air in formation with the F-22 or with the F-16. However, for some unknown reasons, for 2014 this opportunity was not available!!!! If one was motivated one could take some photos from outside of the base, and we were, but a long lens with a focal length of 600mm was the minimum requirement to get any kind of semi-decent images. But, even with such focal length the resulting images were far from



the quality photographs ASR is known for: due to the distance the aircraft remained quite small and were subjected to heat haze distortion.

Unlike in previous years when greater access and opportunities existed, for 2014 we were very limited and when taking everything into consideration the overall experience for us was far from the best.

We wish to thank particularly Captain Susan Harrington and SSgt Angela Ruiz of the Public Affairs Office at Davis-Monthan for all of their assistance and their effort to turn a lemon into lemonade. We sincerely hope that for 2015 the Air Combat Command Heritage Flight Training and Certification Course media day will be a more positive experience for all the media.

P-38 with the F-22 above, taken from outside of the AFB. ©2014 ASR Media LLC



L to R: TSgt. Harrison Soutworth
SrA. Justin Hubbard

TSgt. Jonathan Billie
MSgt. Jason Kraemer

TSgt. Roberto Morales
SrA. Mathew Barr

SrA. Gabriel Brooks





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THE 47TH FIGHTER SQUADRON'S NEW HOME AT DAVIS-MONTHAN AFB, ARIZONA

ARTICLE BY THE EDITOR WITH PHOTOGRAPHY AS NOTED

The Magazine April-May 2014





47TH FIGHTER SQUADRON (AFRC)

47th Fighter Squadron "Terrible Termites" at Davis-Monthan AFB

Recently the 47th Fighter Squadron was transferred from Barksdale Air Force Base, Louisiana, to Davis-Monthan AFB flying the A-10Cs. We had the opportunity to meet with Chief Master Sgt. Roy Close, the 924 Fighter Group Superintendent, and Chief Master Sgt. Michael Thornton, the 924th Aircraft Maintenance Unit at our recent visit at Davis-Monthan and learned about the 47th Fighter Squadron's current mission.

From Chief Master Sergeant Thornton we learned that the purpose and the mission of the 47 FS currently is as a training squadron and will be operating with a total of 28 aircraft. Most of the A-10s with the squadrons were brand new, meaning not transferred from other units, and currently they have between 7800 and 8200 flying hours on each airframe. All the aircraft are updated to the A-10C configuration and are maintained to the same level as combat-ready aircraft and are available if necessary at a moment's notice.

According to Chief Master Sergeant Thornton, the history of the 47 FS goes back to December 1, 1940 their activation date. One of their big claims to fame was that on December 7, 1941, Lt. Welch and Taylor in their P-40s had air victories against the Japanese during the bombing of Pearl Harbor.

More recently, the 47 FS also participated in the CSAR missions in Bosnia for Capt. Scott O'Grady during the time when its A-10s and personnel were periodically deployed to Italy to support NATO operations in the Balkans, 1993-1996.

Chief Master Sergeant Thornton explained the colourful markings on the aircraft of the 47th FS. They are the only units to have the Hog's Head markings on the nose of the aircraft. Something else unique to the 47 FS is the Li'l Abner cartoon strip characters which are painted inside the ladder doors. The historical "spade," which was the symbol of the 47 FS prior to the Li'l Abner cartoon characters, is being applied to the tail of the A-10s, although presently only two of the aircraft have it.

Since 1996, the 47 FS has provided training for reserve pilots, and after relocating from Barksdale AFB to Davis-Monthan AFB it will continue to provide training for ground and flight ops for new aviators.

ASR Media LLC would like to thank all the persons involved with our visit; Chief Master Sergeant Close, Chief Master Sergeant Thornton, both from the 47 FS, Maj. Smiley, 355 FS, and Capt. Herrington and SSgt Ruiz from the Public Affairs at Davis-Monthan AFB.



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WITH SOME OF THE MEMBERS OF THE FORMER A-10 WEST DEMO TEAM AT DAVIS-MONTHAN AFB, 02-28-2014



From left to right: MSgt Tommy Napier; TSgt Dino Levidiotis; TSgt Joel Hamm; TSgt Mark J. Bapp; ASR Editor, ASR photographer, TSgt Earl Ray Haag; TSgt Joshua Ames; SSgt Matt Turner



We will have an in-depth article in our next issue about the history of the A-10 West Team.

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

The Magazine

BY WWW. AIRSHOWSREVIEW.COM



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